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Revision Letter For Cycle 01-2015

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General Information

Location: Amsterdam Nld
IATA Code: AMS
Lat/Long: N52° 18.5' E004° 45.8'
Elevation: -11 ft

Airport Use: Public
Magnetic Variation: 0.6°E

Fuel Types: Jet, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Pattern Altitude: 1011 ft AGL

Sunrise: 0750 Z
Sunset: 1544 Z,

Runway Information

Runway: 04
Length x Width: 6608 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -13 ft
Lighting: Edge, ALS

Runway: 06
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -11 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 820 ft

Runway: 09
Length x Width: 11329 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -12 ft
Lighting: Edge, Centerline
Displaced Threshold: 295 ft

Runway: 18C
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -12 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 18L

Length x Width: 11155 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: -12 ft

Lighting: Edge, Centerline

Displaced Threshold: 1887 ft

Runway: 18R

Length x Width: 12467 ft x 197 ft

Surface Type: asphalt

TDZ-Elev: -13 ft

Lighting: Edge, ALS, Centerline, TDZ

Displaced Threshold: 886 ft

Runway: 22

Length x Width: 6608 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: -14 ft

Lighting: Edge, ALS

Runway: 24

Length x Width: 11483 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: -12 ft

Lighting: Edge, Centerline

Runway: 27

Length x Width: 11329 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: -12 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 36C

Length x Width: 10827 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: -12 ft

Lighting: Edge, ALS, Centerline, TDZ

Displaced Threshold: 1477 ft

Runway: 36L

Length x Width: 12467 ft x 197 ft

Surface Type: asphalt

TDZ-Elev: -12 ft

Lighting: Edge, Centerline

Runway: 36R

Length x Width: 11155 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: -11 ft

Lighting: Edge, ALS, Centerline, TDZ

Communication Information

- ATIS 132.975 Arrival Service
- ATIS 131.35
- ATIS 122.2 Departure Service
- ATIS 108.4 Arrival Service
- Schiphol Start-Up Tower 122.425 Secondary
- Schiphol Start-Up Tower 121.65
- Schiphol Tower 119.9
- Schiphol Tower 118.95
- Schiphol Tower 36.23 Military
- Schiphol Tower 119.225
- Schiphol Tower 118.275
- Schiphol Tower 118.1
- Schiphol Ground Control 122.425 Secondary
- Schiphol Ground Control 121.9
- Schiphol Ground Control 121.8
- Schiphol Ground Control 121.7
- Schiphol Clearance Delivery 122.425 Secondary
- Schiphol Clearance Delivery 121.975
- Schiphol Approach Control 126.675
- Schiphol Approach Control 118.075
- Schiphol Approach Control 36.93 Military
- Schiphol Approach Control 121.2
- Schiphol Approach Control 119.05
- Schiphol Arrival Control 131.15
- Schiphol Arrival Control 118.4
- Schiphol Departure Control 118.075
- Schiphol Departure Control 36.93 Military
- Schiphol Departure Control 121.2
- Schiphol Departure Control 119.05
- Amsterdam Radar 134.375
- Amsterdam Radar 130.95
- Amsterdam Radar 120.55
- Amsterdam Radar 118.8

1. GENERAL

1.1. ATIS

D-ATIS Arrival 108.4 132.97

D-ATIS Departure 122.2

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

All procedures have proved to be highly efficient in respect of noise abatement and ACFT shall adhere to these, except for safety reasons or when otherwise instructed by ATC.

1.2.2. ACFT CLASSIFIED ACCORDING TO ICAO ANNEX 16

Take-off and landing are not allowed for Chapter 2 ACFT.

Chapter 3 ACFT for which the margin of the sum of the three certification noise levels, relative to the sum of the three applicable ICAO Annex 16 Chapter 3 certification noise limits, is less than 5 EPNdB the following applies:

- New operations are not allowed.
- For ACFT equipped with engines with bypass ratio smaller or equal 3, take-off and landing is not allowed between 1800-0800LT.
- For ACFT equipped with engines with bypass ratio greater than 3, it is not allowed to plan take-off between 2300-0700LT.

1.2.3. PREFERENTIAL RWY SYSTEM

1.2.3.1. GENERAL

The RWYs in use will be selected by ATC according to a preferential RWY system.

The preferential sequence is subject to noise load developments and may therefore change in any given period. Deviations from the preferential sequence for selecting RWYs in use can be made by ATC:

- When approach facilities on the selected RWY are not suitable for operations in the prevailing weather.
- When crosswind components do not meet the given limits for any RWY combination.
- When estimated surface friction on RWYs is below certain standards.
- When heavy showers are observed or wind shear is reported in the vicinity of the APT.

The use of a non-preferential RWY for take-off and landing is not permitted unless specifically requested for safety reasons by the pilot.

However, if a pilot decides that a different landing RWY should be used for safety reasons, ATC will assign that RWY (air traffic or other conditions permitting).

1.2.3.2. WIND CRITERIA

In selecting the RWY combination to be used from the preferential RWY system, ATC shall apply the wind speed criteria as have been stated in the table below.

In applying these wind criteria, gusts below 10 KT shall not be taken into account.

If the actual wind speed values exceed the wind speed criteria, ATC may apply higher crosswind and/or tailwind values in order to assign a RWY combination.

Accepting a RWY is a pilot's decision. If a pilot, prompted by safety concerns, requests another RWY for landing, this request will be granted when possible. In that case, the pilot must submit a written report (the operator is responsible for proper reporting procedures).

1. GENERAL

	Weather	RVR 550m or more and cloud base 200' or more		RVR less than 500m and/or cloud base less than 200'	
	Wind component	Cross	Tail	Cross	Tail
Estimated RWY friction	Good	20 KT	7 KT	15 KT	7 KT
	Medium to good	10 KT	0 KT	10 KT	0 KT
	Medium			5 KT	
	Medium to poor	5 KT			
	Poor				

Usually, the estimated surface friction at Schiphol APT is good, even when the RWY is wet. The estimated surface friction will be less than good only in case of e.g. extreme rainfall or snow.

1.3. LOW VISIBILITY PROCEDURES

The ATC low visibility operations are categorised in four phases (A, B, C and D), that are based on RVR values and cloud base. Phase A is a reduced visibility procedure; phases B, C and D are low visibility procedures.

Phase	Conditions	Procedures
A	TDZ RVR less or equal 1500m and/or cloud base less or equal 300'	'Reduced visibility has only impact on ground operations regarding departing traffic (stopbars activated and intersection take-offs are not allowed, except for take-offs from RWY 24 intersection TWY S6 at ATC discretion).
B	TDZ RVR less 550m and/or cloud base less 200'	CAT II separations will be provided. RWY use will be restricted.
C	TDZ and/or midpoint RVR less 350m	CAT III separations will be provided. RWY use will be restricted.
D	any RVR less 200m	CAT III separations will be provided. Only one RWY with ILS CAT III will be available for landing and one RWY for departure.

If a ground surveillance system and/or the RWY stop bars are out of service, additional restrictions apply.

Phase A, B, C and D:

Reduced visibility has only impact on departing traffic, therefore the announcement is only broadcasted on the Departure ATIS.

Pilots should not request start-up permission unless the RVR values for the take-off RWY are above the take-off limits for the flight. Pilots should be informed about the RVR minima that apply of their flights, so that they can readily respond to requests about these minima.

During reduced and low visibility procedures all RWY exits, entries and crossings (except RWY 04/22) are safeguarded by switchable or fixed stop bars. Crossing of activated stop bars is prohibited. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off.

During reduced and low visibility procedures, the standard taxi routes between Schiphol-Center and Schiphol-East are as follows:

- from Schiphol-Center to Schiphol-East taxi via TWY E4 and G2.
- from Schiphol-East to Schiphol-Center taxi via TWY G5 and E1.

Phase B, C and D:

During low visibility procedures additional separation on final is applied to ensure the ILS signal integrity.

1. GENERAL

Phase C and D:

Taxi guidance based on ground surveillance information will be provided (shared pilot/ATC responsibility for routing and avoidance of inadvertent RWY entry).

On the taxiways East of RWY 18L/36R (except TWY E4 and TWY N1) ACFT shall be towed or guided by a follow-me car.

Availability of the K-apron for parking and departure operations is limited. Occasional inbound traffic shall, upon receiving clearance from Ground Control, be towed or guided by a follow-me car to the apron entry GL.

Phase D:

If the RVR values drop below 200m and the ground surveillance infrastructure has degraded to an unacceptable level, the APT will ultimately be closed for all traffic (ATIS/RTF: "SCHIPHOL below operational limits").

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

ACFT operators should ensure that the Mode S transponders are able to operate when the ACFT is on the ground according to ICAO specifications.

The ACFT ident (MAX 7 characters) should be entered before the transponder is activated.

Pilots shall select the assigned Mode A (squawk) code and activate the Mode S transponder:

- from request of push-back or taxi whichever is earlier;
- after landing, continuously until the ACFT is fully parked on stand.

The transponder shall be deactivated immediately after parking.

Activation of the Mode S transponder means selecting AUTO Mode, ON, XPNDR, or equivalent according to specific installation.

Selection of the STAND-BY Mode will NOT activate the Mode S transponder.

Depending on the hardware configuration, selecting ON could overrule the required suppression of SSR replies and Mode S all-call replies when the transponder is on the ground.

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving the clearance to line up.

For arriving ACFT, TCAS should be deselected as soon as possible after vacating the RWY.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

Based on principle of cockpit over centerline for all ACFT types, except B777-300, A340-600 and A380. For those ACFT oversteering is required.

Oversteering required for ACFT with wingspan of 118'/36m or more when taxiing on:

- Twy E4 to G2 and vice versa,
- Twy G2 RIGHT to G and vice versa,
- Twy G5 LEFT to G and vice versa.

For wingspan restrictions refer to 10-9 charts.

Avoid holding on the upslope between TWY A19 and A20 to prevent backward movement of the ACFT.

1. GENERAL

1.5.2. A380 PROCEDURES

Taxi only with thrust on inner engines.

Use of RWY 04/22 prohibited due to insufficient RWY width.

Take-off on RWY 09/27 MAX allowable take-off weight 450,000kg.

Landings shall be made with coupled Autopilot or Flight Director Mode to ensure MAX track accuracy to RWY CL.

Use of TWY A between TWYs A1 and A3 under guidance only.

Use of TWYs A1 thru A10, A13 past stand E18, A14 thru A17, A19 past stand G9, E3, E5 (East of RWY 18L/36R), G, G1, G2, G3, G4 and G5 prohibited.

Use of TWY Q with thrust on outer engines limited to MAX ground idle power due to bridge over highway.

TWY R between stands R77 and R85 MAX wingspan 226'/69m, access only under guidance.

Designated ACFT stand G9 equipped with double apron drive bridge and four fixed power units.

Stand J81 suitable for remote handling.

Stands P10, P12, P14 and P16 available for A380 ACFT.

De-icing stands P14 and P16 suitable for A380 ACFT.

Engine run-up area not accessible due to wingspan restriction.

A380 equipped with brake-to-vacate system are advised to select the following exits, unless instructed otherwise.

LANDING RWY	EXIT TWY
06	S4
09	N1
18C	W7
18R	V2

LANDING RWY	EXIT TWY
24	S1
27	N4
36C	W3
36R	E2

Pilots shall vacate the exit TWY completely onto the TWY parallel to the RWY as soon as practicable.

1.6. PARKING INFORMATION

1.6.1. GENERAL

At all parking stands except B61 thru B95 and G71 nose-in parking and push-back procedures are applicable.

All parking stands are outside of ATC service area.

Self-docking procedure (w/o marshaller or visual docking guidance system) on B-Apron available except stands A32 and A36.

Stand A34 self-docking only for ACFT with a wingspan less than 118'/36m.

Self docking procedure (w/o marshaller or visual docking guidance system) on B-Pier only available for stands B16, B20, B24, B28, B32 and B36.

Stop ACFT when yellow STOP marking is in line with pilots eye view at an angle of 90° to the lead-in line.

Caution: Compass deviations, caused by underground train may occur when an ACFT is parked at the stands of the E-Pier, in the area between the E- and F-Pier, or when following the TWYs in the vicinity of the E-Pier.

In order to prevent dazzling the marshaller or the push-back crew, pilots are requested when reaching or leaving the parking position on the apron, to switch-off their landing lights and, when equipped with both a conventional red anti-collision light and a sequenced white strobe light system, to switch-off the latter system as well.

1.6.2. K-APRON PROCEDURES

K-Apron is not controlled by ATC.

1. GENERAL

1.6.3. PUSH-PULL / PUSH-BACK PROCEDURES

Stands E8, E18, G3, G5, G7, G73 and G76: B757 and larger push-pull.
Stands D2 and D4: B767 and larger push-back between stands C11 and C13 via TWY A5.
Stand D8: B767 and larger push-back between stands C11 and C13 via TWY A8 and TWY A5.
Stands D3, D5, E2 and E4: Push-back into TWY A10.
Stands D7, D43 and E6: B757 and larger push-back into TWY A10.
Stands E3, E5, E7, E9, F2, F4 and F6: B757 and larger push-pull on TWY A16. Other ACFT push-back into TWY A14.
Stands E20, E22 and E24: Push-back on TWY A12.
Stand F3: Push-back on TWY A opposite stand G9.
Stand G3: ACFT with MAX wingspan 118'/36m push-back on TWY A19N.
Stand G4: B767 and larger push-pull.
Stands H1 and H2: Push-back on TWY A19N.

1.6.4. USE OF APU

Stands B13, B15 thru B17, B20, B23, B24, B27, B28, B31, B32, B35, B36, D2 thru D7, D10, D12, D41, D43, D47, D49, D51, D53, D55, D57, all F, G and H stands:

Use of APU und GPU strictly controlled to reduce environmental and noise burden. Where available, (fixed) 400 Hz power units must be used. For cooling and heating purposes, preconditioned air units (PCA) shall be used. APU should be shut down as soon as practicable following arrival (but not later than 5 MIN after parking brakes set) and not restarted until 10 MIN prior to departure in order to start engines.

At all other stands:

Acft are urgently requested not to use APU. External Power supplies, such as 400 Hz power units, GPU and PCA, should be used, where available.

Exceptions without PPR:

- Outside temperature below -5°C or above +25°C (according to METAR).

Exceptions with PPR from Airside Operations office required:

- When it is necessary to use an APU to diagnose and /or rectify ACFT faults.
- When 400 Hz power units and/or PCA units are not operative or not available.

1.7. OTHER INFORMATION

1.7.1. RNAV EQUIPMENT

For RNAV equipment within Schiphol TMAs refer to ATC pages Netherlands.

1.7.2. GENERAL

Birds.

RVR reported for RWY in use at TDZ, MID and Rollout, identified by A, B and C.

All RWYs with anti-skid layer.

1.7.3. JETBLAST HAZARD

Caution: Jetblast hazard exists, when the following RWY combinations in use:

- Departure RWY 18L and departure RWY 24; ATC will time departures from RWY 24 to avoid jetblast on RWY 18L.
- Departure RWY 18L (E5) and departure or landing RWY 09 or 27; ATC will time departures from RWY 18L to avoid jetblast on RWY 09 or 27.
- Departure RWY 24 and landing RWY 36R; ATC will time departures from RWY 24 to avoid jetblast on RWY 36R.

Pilots are advised to keep power setting to a min at the following positions:

- TWY A when turning left onto TWY S6 for line-up RWY 24 of Code E and F ACFT.
- TWY A when turning left onto TWY S7E for line-up RWY 24.
- TWY A10 when turning right onto TWY A13.
- TWY A12 after push-back, when turning right onto TWY A13.
- TWY A14 taxi out straight to TWY A or B to avoid jet blast on stands E17 and E19.
- TWY A16 after push-back, when turning right onto TWY A.
- ACFT stands D3, E18, E20 and E22 when docking.

2. ARRIVAL

2.1. LOST COMMUNICATIONS

2.1.1. INBOUND CLEARANCE NOT RECEIVED

Proceed according the current flight plan to the appropriate holding fix (SUGOL, RIVER, ARTIP).

Maintain the last cleared and acknowledged flight level.

After arrival over the fix, intercept the holding pattern.

Commence descent to FL 70 at or as near as possible to the ETO over the holding fix.

After reaching FL 70 leave the holding fix and carry out instrument approach procedure to the received and acknowledged RWY, or to the main RWY according ATIS.

2.1.2. INBOUND CLEARANCE RECEIVED

2.1.2.1. TRAFFIC VIA STANDARD ARRIVAL ROUTE

Proceed according the current flight plan to the appropriate holding fix (SUGOL, RIVER, ARTIP).

Maintain the last cleared and acknowledged flight level.

After arrival over the fix, intercept the holding pattern.

Commence descent to FL 70 at the EAT last received and acknowledged.

When no EAT has been received and acknowledged, commence descent to FL 70 at or as near as possible to the ETO over the holding fix.

After reaching FL 70 leave the holding fix and carry out instrument approach procedure to the assigned RWY, or to the main landing RWY according ATIS.

2.1.2.2. TRAFFIC VIA EELDE 1B, NORKU 2B AND REKKEN 2B ARRIVAL

Proceed to NARSO.

Maintain the last cleared and acknowledged flight level.

After arrival over NARSO, intercept the holding pattern.

Commence descent to FL 70 at the expected further clearance time (EFCT) last received and acknowledged.

When no EFCT has been received and acknowledged, commence descent to FL 70 at or as near as possible to the ETO over NARSO.

After reaching FL 70 leave NARSO and intercept R-070 SPL inbound ARTIP.

Without delay at ARTIP, carry out instrument approach procedure to the assigned RWY, or to the main RWY according ATIS.

2.1.2.3. TRAFFIC OUTSIDE STANDARD ARRIVAL ROUTE

Proceed to VOR 'SPL' along the route specified in the inbound clearance.

Maintain the last cleared and acknowledged flight level.

After arrival over VOR 'SPL' intercept the holding pattern to the received and acknowledged RWY, or to the main landing RWY according ATIS.

In the holding descent to FL 70, if applicable.

After reaching FL 70, leave the holding and carry out instrument approach procedure to the assigned RWY.

2.1.2.4. TRAFFIC ON AN RNAV TRANSITION DURING NIGHT 2300-0630LT

With clearance for approach, execute the cleared approach.

Without clearance for approach:

- Proceed to NARIX (ARTIP 2C transition) or NIRSI (ARTIP/RIVER/SUGOL 3B transition) or SOKSI (ARTIP/RIVER/SUGOL 2A transition) to VOR 'SPL'.
- Maintain the last cleared and acknowledged flight level.
- After arrival over VOR 'SPL', intercept the holding pattern to the received and acknowledged RWY.
- In the holding descend to FL 70.
- After reaching FL 70, carry out instrument approach procedure to the RWY concerned.

2.1.2.5. TRAFFIC ON AN RNAV TRANSITION DURING DAY 0630-2300LT

With clearance for approach execute the cleared approach.

Without clearance for approach:

- Proceed to VOR 'SPL' to cross VOR 'SPL' at FL 70.
- After arrival over VOR SPL intercept the holding pattern, if applicable.
- Carry out an instrument approach procedure to the RWY concerned.

2. ARRIVAL

2.1.2.6. TRAFFIC VECTORED TO FINAL APPROACH

Proceed to the final approach beacon or intermediate fix (IF) of the assigned landing RWY.

Maintain last received and acknowledged level.

When arriving over the final approach beacon or intermediate fix (IF) start out-bound turn, descend to 2000' and intercept final approach.

2.1.3. MISSED APPROACH PROCEDURE DURING COMMUNICATION FAILURE

2.1.3.1. MISSED APPROACH FOR ILS, LOC AND NDB DME RWY 06

Track 058° and climb to 3000'. When passing 2000' start a right turn to Lctr 'CH' and cross Lctr 'CH' at 3000'. After Lctr 'CH' descend to 2000' in the outbound turn and execute the instrument approach procedure again.

2.1.3.2. MISSED APPROACH FOR VOR DME RWY 09

Climb on R-265 PAM inbound to 3000'. At 2000' start a left climbing turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2.1.3.3. MISSED APPROACH FOR ILS, LOC AND NDB DME RWY 18C

Track 183° and climb to 1500'. When reaching 1500' start a right turn to Lctr 'OA', climb to 3000' and cross Lctr 'OA' at 3000'. After Lctr 'OA' descend to 2000' in the outbound turn and execute the instrument approach procedure again.

2.1.3.4. MISSED APPROACH FOR ILS, LOC AND VOR DME RWY 18R

Turn right as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 3000'. At D7.5/R-280 SPL (EH 624) turn right to VOR 'SPL'. Cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2.1.3.5. MISSED APPROACH FOR SRE RWY 18R

Turn right to intercept R-280 SPL and climb to 3000'. At 2000' start a right climbing turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and hold or execute the most suitable instrument approach procedure as published.

2.1.3.6. MISSED APPROACH FOR ILS AND LOC RWY 22

Turn left to 160° as soon as practicable but not below 400' and climb to 3000'. At 2000' start a left climbing turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2.1.3.7. MISSED APPROACH FOR SRE RWY 22

Turn left to 160° as soon as practicable and climb to 3000'. At 2000' start a left climbing turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and hold or execute the most suitable instrument approach procedure.

2.1.3.8. MISSED APPROACH FOR VOR DME RWY 24

Turn left to 240° and climb to 3000'. After passing 2000' start a right turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2.1.3.9. MISSED APPROACH FOR ILS AND LOC RWY 27

Track 268° and climb to 3000'. When passing 2000' start a right turn to Lctr 'WP' and cross Lctr 'WP' at 3000'. After Lctr 'WP' descend to 2000' in the outbound turn and execute the instrument approach procedure again.

2.1.3.10. MISSED APPROACH FOR VOR DME RWY 27

Track 266° and climb to 3000'. When passing 2000' start a right turn to VOR 'PAM' and cross VOR 'PAM' at 3000'. After VOR 'PAM' descend to 2000' in the outbound turn and execute the instrument approach procedure again.

2.1.3.11. MISSED APPROACH FOR ILS, LOC AND VOR DME RWY 36C

Track 004° and climb to 3000', proceed to Lctr 'OA'. Over Lctr 'OA' turn left to VOR 'SPL'. Cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2. ARRIVAL

2.1.3.12. MISSED APPROACH FOR ILS, LOC AND NDB DME RWY 36R

Track 003° and climb to 1500'. When 1500' is reached start a right turn to Lctr 'NV', climb and cross Lctr 'NV' at 3000'. After Lctr 'NV' descend to 2000' in the outbound turn and execute the instrument approach procedure again.

2.1.3.13. MISSED APPROACH FOR SRE APPROACHES (ALL RWYS EXCEPT RWY18R AND RWY 22)

Proceed on RWY track climbing to 3000'; after passing 2000' start the shortest climbing turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and hold or execute the most suitable instrument approach procedure as published.

2.1.3.14. MISSED APPROACH DURING VISUAL APPROACH

Turn to the intended landing RWY, intercept the RWY track of that RWY while:
When visual:

- remain visual and execute another circuit for that RWY, or when unable to remain visual:
 - climb to 3000';
 - after passing 2000' start the shortest climbing turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and hold or execute the most suitable instrument approach procedure as depicted on relevant instrument approach chart.

2.1.3.15. MISSED APPROACH WHILE CIRCLING TO LAND (DIFFERENT FROM ICAO DOC. 8168, PANS-OPS)

Start climbing and complete the turn to the intended landing RWY. Intercept the RWY track while climbing to 3000'. After passing 2000' start the shortest climbing turn to SPL VOR so as to cross SPL VOR at 3000' and hold or execute the instrument approach procedure again.

2.2. APPROACH PROCEDURES

2.2.1. GENERAL

Between IAFs and interception of final the navigation is based on RADAR VECTORS provided by ATC, **except in case of RNAV approaches**

2.2.2. TRANSFER TO SCHIPHOL APPROACH

While being transferred from AMSTERDAM Radar to SCHIPHOL Approach, initial contact shall be restricted to **SCHIPHOL APPROACH AND CALLSIGN** only in order to avoid channel congestion. In specific situations, AMSTERDAM Radar may request pilots to report additional information to SCHIPHOL Approach in the initial contact.

2.2.3. TRANSFER TO SCHIPHOL ARRIVAL

While being transferred from SCHIPHOL Approach to SCHIPHOL Arrival, initial contact shall be restricted to **SCHIPHOL ARRIVAL AND CALLSIGN** only in order to avoid frequency congestion.

2.2.4. MISSED APPROACH PROCEDURE

2.2.4.1. STRAIGHT IN APPROACH

The RWYs are used according to a preferential RWY system. This system allows simultaneous use of several RWY combinations, therefore it is important that in case of a missed APCH, pilots inform ATC immediately and are prepared to receive amended missed APCH instructions. When no instructions are received, adhere strictly to the published missed APCH procedures.

2.2.4.2. DURING VISUAL APPROACH

- Turn to the intended landing RWY, intercept the RWY track of that RWY while:
- When visual: Inform ATC immediately and remain visual.
 - When unable to remain visual: Inform ATC immediately and climb to 2000'.

2.2.4.3. WHILE CIRCLING TO LAND (DIFFERENT FROM ICAO DOC. 8168, PANS-OPS)

Inform ATC immediately. Start climbing and complete the turn to the intended landing RWY, intercept the RWY track and execute the published missed approach for that RWY.

2. ARRIVAL

2.2.5. RNAV PROCEDURES

2.2.5.1. DURING NIGHT

The RNAV transition procedures to RWY 06 or 18R must be executed by all jet ACFT at NIGHT.

The transitions provide lateral guidance only, ATC will issue the clearance for further descent below FL 70 and the instruction to reduce speed below 250 KT.

For RWY 06 the descent from transition level or from 4000' AMSL or above begins at SOKSI. For RWY 18R the descent from FL 55 or above begins at NIRSI. At ATC initiative a transition for RWY 18R via NARIX from FL 60 or above may be available.

The example of ATC instruction "Cleared for SOKSI Approach RWY 06" is clearance to fly the published route and ILS apch to the relevant RWY.

In case separation from other traffic is no issue ATC may use the words "at pilot's discretion" in their descent or speed instructions. In this case the pilot is free to optimise the vertical and/or speed profile.

ACFT with a cruising altitude below FL 70 and/or a cruising speed of less than 250 KT are exempted from the procedure. As a rule, these ACFT will be offered an ILS approach beginning at 3000'.

Flights departing from ROTTERDAM or LELYSTAD inbound SCHIPHOL are also exempted from flying transitions.

2.2.5.2. DURING DAY

Navigation in the initial and intermediate approach segment is primarily based on radar vectors by ATC. For RWY 36R an RNAV transition providing a lateral path from ARTIP or INBAM to the FAP is available. The use of the RNAV transition is at ATC discretion.

On initiative of ATC, ACFT with assigned landing RWY 36R may be instructed to follow an RNAV transition onto the final approach, enabling subsequent interception of ILS RWY 36R.

The transition provides a pre-defined lateral RNAV route starting at ARTIP. At ATC discretion, ACFT may be instructed to proceed directly to INBAM and start the transition from here.

Clearances and constraints:

- Altitudes will be instructed by ATC.
- The following speed limits must be adhered to:
 - a. ARTIP: MAX 250 KT;
 - b. EH665: MAX 220 KT;
 - c. EH668: MAX 180 KT.
- ATC may instruct additional speed limitations.
- For the ILS approach to RWY 36R a separate clearance will be issued.

2.2.5.3. ACFT REQUIREMENTS FOR TMA RNAV PROCEDURES

In order to enable their pilots to accept the TMA RNAV procedures, operators must hold an RNAV1 or P-RNAV operations approval issued by their state of registry which is compliant with the JAA Temporary Guidance Leaflet No. 10 (TGL-10) or equivalent.

ACFT that are not equipped or approved for TMA RNAV procedures are only allowed inbound Schiphol by exemption. Pilots of these ACFT shall inform ATC by use of the phrase "UNABLE RNAV" if instructed to fly an RNAV procedure. These ACFT will be guided by radar vectors or will be rerouted via conventional navigation aids.

2.2.6. TRANSFER TO SCHIPHOL TOWER

While being transferred from SCHIPHOL Approach/Arrival to SCHIPHOL Tower, initial contact shall consist of **SCHIPHOL TOWER, CALLSIGN AND RWY.**

2. ARRIVAL

2.3. SPEED RESTRICTIONS (JET ACFT DURING DAY)

- MAX 250 KT below FL100 unless otherwise instructed.
- MAX 220 KT at SPL 15 DME.
- After holding maintain speed 220 KT until further notice.
- ATC will initiate speed reductions below 220 KT.
- When established on ILS: maintain 160 KT until 4 NM before THR.
- Speed greater than 220 KT accurate within 10 KT.
Speed smaller than 220 KT accurate within 5 KT.

2.4. NOISE ABATEMENT PROCEDURES

2.4.1. GENERAL

Between 2230-0630LT for RWY 06 and RWY 18R RNAV low-noise procedures, continuous descent approach (CDA), for jet ACFT will be used, otherwise ACFT will be radar vectored towards interception of final leg at 3000'.

Executing a CDA implies that after NIRSI, NARIX or SOKSI a continuously descending flight path without level segments is to be flown in a low power and low drag configuration. A flight path is considered continuously descending when there is no level segment. A segment is considered level if the altitude loss is less than 50' over a distance of 2.5 NM.

Using a reduced flaps landing procedure is recommended. However, use of this procedure is subject to captain's decision and safety prevails at all times.

- Intercept ILS (or for non-precision approaches follow a descent path after interception of final leg) using minimum flap settings with landing gear retracted which will NOT be lower than 5.2% (3°).
- Select gear down after passing 2000'.
- Postpone the selection of the minimum certified landing flap setting until passing 1200'.

ACFT executing a visual approach shall additionally intercept the final leg avoiding populated areas as much as possible.

2.4.2. USE OF RWYS

The most frequently used RWYs are 06, 18R, 36R, 18C, 36C & 27.

Outside peak hours and during the NIGHT period a combination of 1 departure RWY and 1 landing RWY will be assigned. During outbound peak hours a combination of 2 departure RWYs and 1 landing RWY may be in use. During inbound peak hours a combination of 1 departure RWY and 2 landing RWYs may be in use.

RWYs 18L & 36L are not available for arrivals.

From 2230-0630LT RWYs 04/22, 09/27, 18C, 24 and 36R are not available for arrivals.

Deviations from the restrictions for arrivals on RWYs 18C, 36R, 09/27 and 24 shall be made if no other RWY is available or usable or for rescue or relief operations.

Assignment of RWYs in use is based on the Preferential RWY System.

Propeller driven ACFT may be assigned a different take-off and landing RWY.

The attention of pilots on final of RWY 04 or 22 is drawn to the size and texture of the parallel TWY which, under certain weather conditions, is more conspicuous than the RWY.

2.4.3. REVERSE THRUST

Between 2130-0630LT: After landing, the use of idle reverse thrust is advised on all RWYs except RWY 04/22, safety permitting. To achieve the highest possible RWY capacity, RWY occupancy times are to be reduced to a minimum.

2.5. CAT II/III OPERATIONS

RWYs 06, 18C/R, 27, 36C/R are approved for CAT II/III operations, special air-crew and ACFT certification required.

2. ARRIVAL

2.6. MINIMUM FUEL PROCEDURES

2.6.1. PILOT AND ATC PROCEDURES

- Pilots shall advise "minimum fuel" to ATC when the ACFT fuel supply has reached a state where the flight is committed to land at a specific APT and no additional delay can be accepted.
- ATC shall use this as advisory information which indicates that an emergency situation is possible, should any undue delay occur. The minimum fuel advisory implies no emergency situation and priority handling will not be provided.
- Amsterdam ACC will provide an expected approach time (EAT) or advise "no delay". No delay means that the anticipated delay before or at the initial approach fix is not more than 2 minutes.
- On request Schiphol approach can provide the approximate distance to touchdown.

Note: Only when the pilot declares an emergency, radio call prefixed by MAY-DAY (3x) for distress or PAN PAN (3x) for urgency, priority handling will be provided. Calls such as "low on fuel" have no status in the Amsterdam FIR.

2.7. TAXI PROCEDURES

2.7.1. GENERAL

Pilot of arriving ACFT vacating the landing RWY shall contact SCHIPHOL Ground immediately.

RWYs	Frequency
06/24	121.7
04/22 09/27 18L/36R 18C/36C	121.8
18R	121.9

Routing instructions via North: Taxi via TWY A and Northside of APT.

Routing instructions via South: Taxi via TWY Q.

Some RWY crossings are safeguarded under all visibility conditions.

At these positions crossing of activated stop bars is also prohibited. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off.

ACFT shall follow the main taxi lines and adhere to the route-indications for the apron and the stand. ACFT may only leave the TWY centerline after visual contact with the marshaller or the activated visual docking guidance system has been established.

In order to reduce the environmental burden, arriving ACFT equipped with 3 or 4 engines should taxi from the landing RWY to the gate with one engine switched-off. Pilots may deviate from this restriction, if the procedure is considered an unsafe operation or would hinder the normal operation of the ACFT.

2.7.2. K-APRON PROCEDURES

ACFT taxiing to K-Apron shall use apron entry GL. At apron entry GL contact SCHIPHOL Amsterdam General Aviation 121.92 to obtain the ACFT stand.

All stands are used nose-in. Self parking on all stands, if assistance is required contact your handler.

ACFT at stands K11 thru K16, K20 thru K27 and K35 thru K39 shall be turned by a tow truck. Under no circumstances shall a 180° turn be carried out using ACFT thrust.

3. DEPARTURE

3.1. DE-ICING

3.1.1. REMOTE HOLDING

Available on P-holding between TWYs A12 and A13 at positions P1 thru P3.

Available along TWY Z West of holding RWY 36C at positions P4 and P5.

Available on TWY VS East of holding RWY 36L at positions P6 and P7.

Special communication procedure will be used during de-icing procedure.

TWY A between A19 and A20 is used as holding position for de-icing operations on the J-apron. Avoid holding on the upslope between A19 and A20 to prevent unintentional backward movement of the ACFT. High power settings may cause jet blast damage. Advise ATC if unable to comply with taxi clearances.

3.1.2. DE-ICING

A de-icing ramp is available:

- on P-holding between TWYs A12 and A13 at positions P1 and P3;
- on J-Apron between TWYs A20 and A24 at positions P10, P12, P14 and P16.

3.1.2.1. DE-ICING PROCEDURES

- Contact Snowdesk for de-icing request.
- Request ATC clearance from 20 min before ETD or 35 min before CTOT.
- When ready for push-back, report ready to Snowdesk.
- When instructed by Snowdesk, contact SCHIPHOL Start-up.
- SCHIPHOL Ground will give taxi instructions to the central de-icing facility (CDF) or the P-holding (P1, P3).
- Padcontrol is responsible for sequencing and spot assignment on the CDF only, pilots shall maintain separation from other ACFT at their own discretion.
- When signboards are available, continue with signboard procedure.
- When signboards are not available or U/S, continue with the voice only procedure.

Note: Monitor SCHIPHOL Ground at all times.

3.1.2.2. COMMUNICATION CHANNELS

Snowdesk	121.3
SCHIPHOL Start-up	121.65
SCHIPHOL Ground	121.8
Padcontrol	121.6

Iceman see electronic signboard.

3.1.2.3. ADDITIONAL REMARKS

- Snowdesk allocates the de-icing position and regulates the outbound flow for KLM de-icing customers only.
- De-icing will be performed at the central de-icing facility (CDF) (P10, P12, P14, P16) or P-holding (P1, P3).
- All de-icing request and cancellations must be made by the flight crew to Snowdesk.
- If additional treatment is needed, report this as special requirement to Snowdesk and Iceman.
- Tactile checks must be performed at the gate or on the parking stand.
- Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades and sensors/static ports/pilot probes) requires de-icing at the gate or on the parking stand, supervised by an ACFT Maintenance Technician (AMT). The ACFT operator is responsible for providing an AMT. In case regular de-icing is still required, this will be performed at the remote positions.

3. DEPARTURE

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. AIRPORT COLLABORATIVE DECISION MAKING (CDM)

3.2.1.1. DEFINITIONS

TOBT: Target off-block time represents the time that the main ground handler estimates that an ACFT will be ready when all ground handling activities are finished, all doors closed and the boarding bridge and handling equipment removed.

TSAT: Target start-up approval time represents the time at which an ACFT can expect start-up, taking into account the Air Traffic Flow Management restrictions and local constraints. ATC sequences the departures based on TOBT. This is the time at which an ACFT can reasonably expect approval for start-up from ATC. Planning of push-back truck availability takes into account the TSAT.

3.2.1.2. PROCEDURES

The pilot shall request permission from Schiphol Start-up before starting one or more engines and before executing a cross-bleed start.

NOTE: Permission for start-up does not include permission for push-back. Push-back shall only be initiated after receiving the push-back clearance from Schiphol Ground.

The request for start-up shall only be made:

- within the time period TSAT +/- 5 MIN; and
- when fully ready for immediate start-up and push-back.

The request shall include:

- ACFT identification;
- position;
- ATIS information;
- request start-up.

Permission for start-up will either be issued immediately or at a specified time. Permission for start-up will be denied when the request for start-up is too early (before TSAT -5 MIN) or too late (after TSAT +5 MIN). When the TSAT is expired, the pilot should contact the main ground handler to file a new TOBT.

Propeller (commuter) ACFT may be assigned an intersection take-off at start-up.

The pilot shall be able to comply with start-up, push-back and taxi permission, since ATC planning of outbound traffic (involving en route clearance and co-ordination with adjacent ACCs) is based on the start-up time. Any delay in this departure sequence shall be reported to ATC immediately.

3.2.1.3. TRANSFER TO SCHIPHOL GROUND

After permission for start-up, Schiphol Start-up shall give instructions to contact Schiphol Ground for push-back and taxi instructions.

The channel depends on the parking position of the ACFT with respect to the areas assigned to the active ground controllers.

NOTE: K-apron is not under ATC ground control. At apron exits GD and GL pilots shall report to Schiphol Ground.

3. DEPARTURE

3.2.2. CLEARANCE DELIVERY & START-UP

Enroute clearance shall be requested to SCHIPHOL Delivery MAX 20 MIN prior to estimated off block time (EOBT) or 35 MIN prior to CTOT. If RWY 36L is used, clearance shall be requested MAX 30 MIN prior to EOBT or 45 MIN prior to CTOT. When using the DCL service pilots shall maintain a listening watch on the channels published for clearance delivery.

After enroute clearance is obtained and read back via RTF or confirmed via data-link, pilot shall immediately (without ATC instruction) select and monitor SCHIPHOL Start-up.

The pilot shall request permission from Schiphol Start-up before starting one or more engines and before executing a cross-bleed start.

Permission for start-up does not include permission for push-back.

Push-back shall only be initiated after receiving push-back clearance from SCHIPHOL Ground.

A request for start-up shall be made after all preparations for departure have been made (doors closed, enroute clearance received and if necessary push-back truck connected etc.) and shall include:

- ACFT identification;
- stand position;
- ATIS information;
- request start-up.

Permission for start-up will either be issued immediately or at a specified time.

Propeller (commuter) ACFT may be assigned an intersection take-off at start-up.

The pilot shall be able to comply with start-up, push-back and taxi permission, since ATC planning of outbound traffic is based on the start-up time. Any delay in this departure sequence shall be reported to ATC immediately.

After permission for start-up SCHIPHOL Start-up shall give instructions to contact SCHIPHOL Ground for push-back and taxi instructions.

3.2.3. PUSH-BACK & TAXIING

Push-back and taxi instructions will be provided by SCHIPHOL Ground.

Standard push-back directions from the stands, except on the K- and M-Apron, are in force. Standard push-back directions for stands S72 thru S96 are withdrawn, push-back direction will be instructed by ATC. Refer to 10-9 pages.

TWY S7W shall only be used for crossing RWY 06/24.

To expedite traffic flow, instructions can be given for an "alternative push-back". ACFT will then be pushed in the direction as directed. Pilots should ask for push-back permission only after checking that the ground crew is ready. The anti-collision light must be switched ON just before push-back.

Performing a power-back using reverse thrust is not allowed.

The flight crew is part of the communication chain between the Ground controller and truck driver.

Therefore the use of a Ground engineer with an intercom connection is recommended. When no intercom connection with a ground engineer is possible, pilot shall inform SCHIPHOL Ground.

Upon receiving the push-back clearance from SCHIPHOL Ground, ACFT shall move within 1 MIN in order to ensure conflict free ground operations and MAX usage of ground capacity. If the 1 MIN window is expired, push-back permission will automatically expire and shall be requested again. Upon completion of push-back procedure, flight crew must wait for the "ALL CLEAR" signal on the TWY before

3. DEPARTURE

requesting a taxi clearance. Ground handlers are instructed to give "ALL CLEAR" signal distinctly. During hours of darkness, illuminated wands will be used. After taxi instructions have been obtained, departing ACFT shall take the shortest way to the main taxi route.

Pilots may expect instructions to change ground control channel.

Pilots shall not change channel without ATC instructions.

Some RWY crossings are safeguarded under all visibility conditions.

At these positions crossing of activated stop bars is also prohibited. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off.

ATC will consider every ACFT at the holding position as able to commence line-up and take-off roll immediately after departure clearance is issued. Pilots not able to comply shall advise SCHIPHOL Ground as early as possible but ultimately before transfer to SCHIPHOL Tower.

Due to blast problems:

If engine ground clearance is more than 16'/5m engine number 2 must not be used at breakaway power at the gate and shall run IDLE until normal taxi speed has been reached.

Routing instructions via North: Taxi via TWY B and Northside of APT.

Routing instructions via South: Taxi via TWYs A and Q.

3.2.4. K-APRON PROCEDURES

Taxiing is only allowed after "ALL CLEAR" signal from ground crew.

When leaving stands K20 thru K27 and K35 thru K39 use low power settings to avoid possible jet blast on adjacent aprons.

Departing from stands K11 thru K16 and K20 thru K27:

1. Obtain start-up approval from SCHIPHOL Start-up.
2. Contact SCHIPHOL General Aviation on 121.92 to obtain permission to taxi to apron exit GD.
3. Hold at apron exit GD and contact SCHIPHOL Ground 121.8 for further taxi instructions.

Caution: Apron exit GD is located opposite TWY G1.

Departing from stands K35 thru K44 and K71 thru 76:

1. Obtain start-up approval from SCHIPHOL Start-up.
2. Contact SCHIPHOL General Aviation on 121.92 to obtain permission to taxi to apron exit GL.
3. Hold at apron exit GL and contact SCHIPHOL Ground 121.8 for further taxi instructions.

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

The Standard Instrument Departure routes as shown on Amsterdam SID charts avoid residential areas as much as possible and must be considered as minimum noise routes.

The use of noise abatement take-off and climb procedure NADP 2 is recommended for all jet ACFT. If for operational reasons compliance with NADP 2 is not possible, NADP 1 may be used.

Operators are requested to inform the APT authority on the details of their departure procedure by sending copies of the relevant pages of the ACFT operating manual to:

Amsterdam Airport Schiphol
Corporate Development
Stakeholder Strategy & Development
P.O. Box 7501, 1118 ZG Schiphol Airport;
The Netherlands
Email: flightprocedure@schiphol.nl

3.3.2. USE OF RWYS

The most frequently used RWYs are 36L, 24, 36C, 18L, 18C & 09.

Outside peak hours and during the NIGHT period a combination of 1 departure RWY and 1 landing RWY will be assigned. During outbound peak hours a combination of 2 departure RWYs and 1 landing RWY may be in use. During inbound peak hours a combination of 1 departure RWY and 2 landing RWYs may be in use.

RWYs 18R & 36R are not available for departures.

From 2230-0630LT RWYs 04/22, 09/27, 18L & 36C are not available for departures.

Assignment of RWYs in use is based on the Preferential RWY System.

Propeller driven ACFT may be assigned a different take-off and landing RWY.

3.4. RWY OPERATIONS

3.4.1. INTERSECTION TAKE-OFFS

In principle all jet ACFT must use the full RWY length available for noise abatement reasons.

ATC may assign an intersection take-off to any ACFT for operational reasons (e.g. sequencing due to lack of holding area or to avoid jet blast in intersecting RWYs).

3.5. OTHER INFORMATION

Departing flights with destination ROTTERDAM or LELYSTAD are exempted from flying SIDs within the Schiphol TMA.

1700'

310'

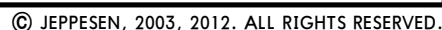
353'

33°

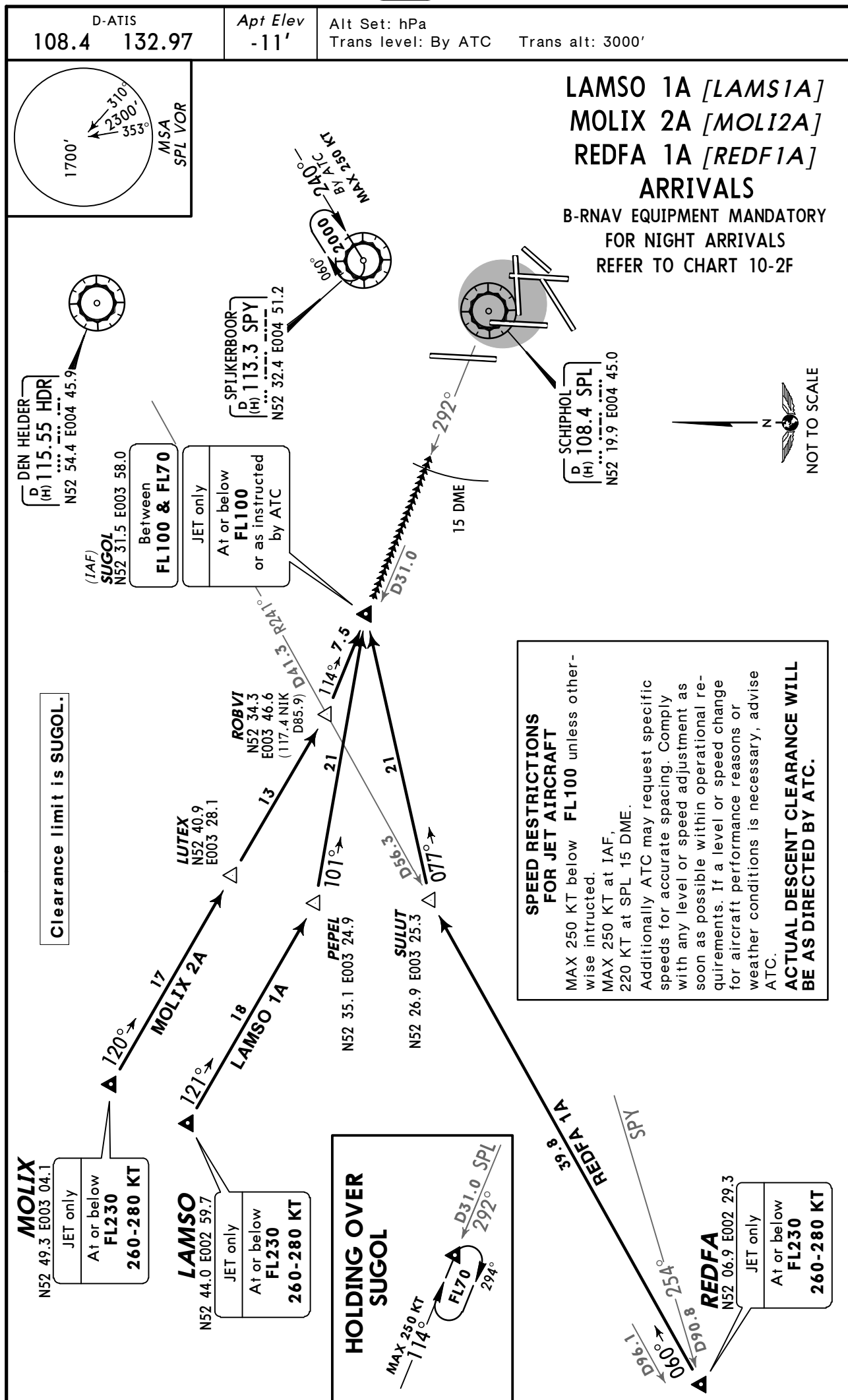
MSA
SPL VOR

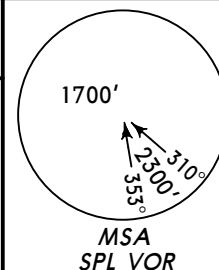
JET only
At or below
FL260
260-280 KT

Clearance limit is ARTIP.



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D-ATIS
108.4 132.97Apt Elev
-11'Alt Set: hPa
Trans level: By ATC Trans alt: 3000'

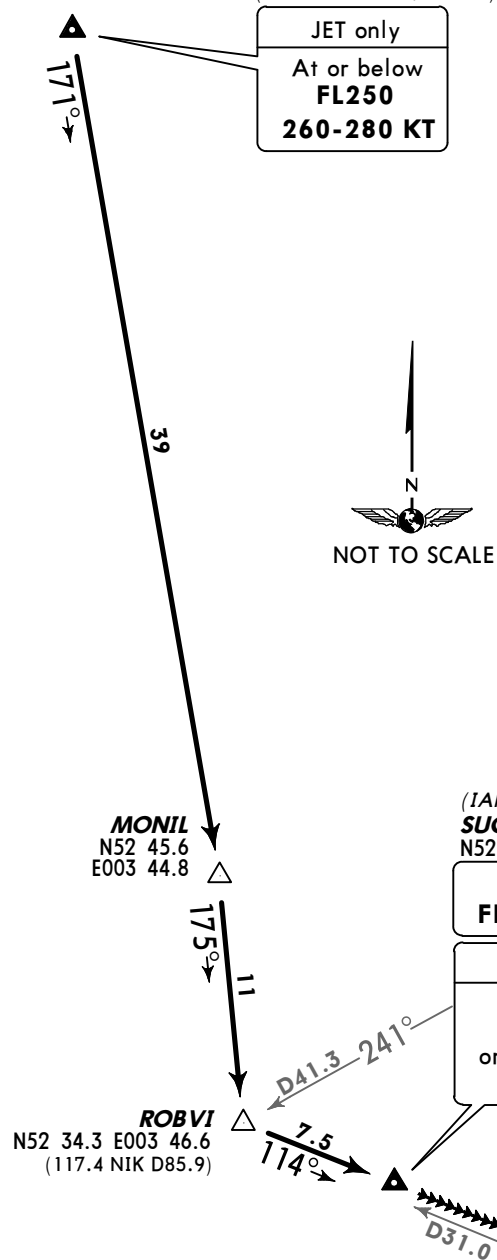
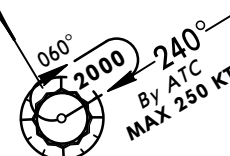
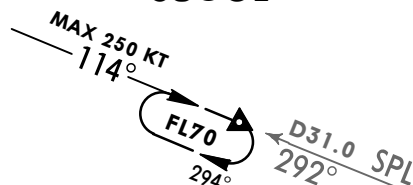
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ARRIVAL
B-RNAV EQUIPMENT MANDATORY
FOR NIGHT ARRIVAL REFER TO CHART 10-2G

Clearance limit is SUGOL.

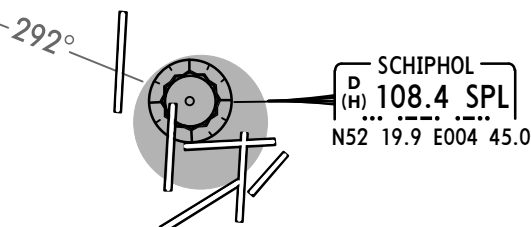
TOPPAN53 24.2 E003 33.7
(117.4 NIK R-351/D136.4)

JET only

At or below

FL250**260-280 KT****SPEED RESTRICTIONS
FOR JET AIRCRAFT**MAX 250 KT below **FL100** unless other-
wise instructed.MAX 250 KT at IAF,
220 KT at SPL 15 DME.Additionally ATC may request specific
speeds for accurate spacing. Comply
with any level or speed adjustment as
soon as possible within operational re-
quirements. If a level or speed change
for aircraft performance reasons or
weather conditions is necessary, advise
ATC.**ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.**DEN HELDER
D (H) 115.55 HDR
N52 54.4 E004 45.9SPIJKERBOOR
D (H) 113.3 SPY
N52 32.4 E004 51.2**HOLDING OVER
SUGOL**

15 DME



1700'

2300'

35°

310°

MSA
SPL VOR

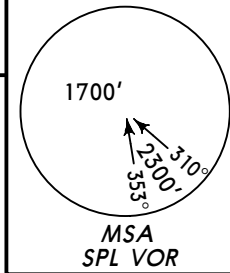
B-RNAV EQUIPMENT MANDATORY

$\overline{\text{HAMM}}$
 $\text{D}_{(\text{H})} \text{115.65 HMM}$
 $\text{N51 } 51.4 \text{ E007 } 42.5$

D-ATIS
108.4 132.97

Apt Elev
-11'

Alt Set: hPa
Trans level: By ATC Trans alt: 3000'

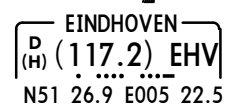
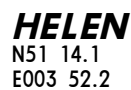
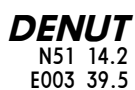
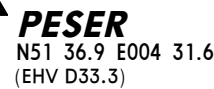
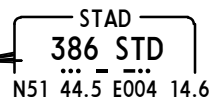
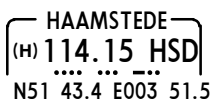
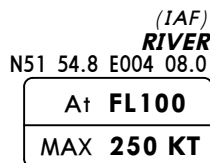
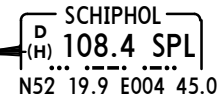
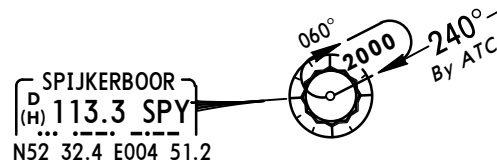
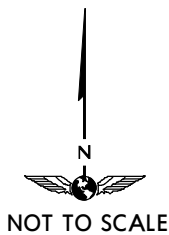


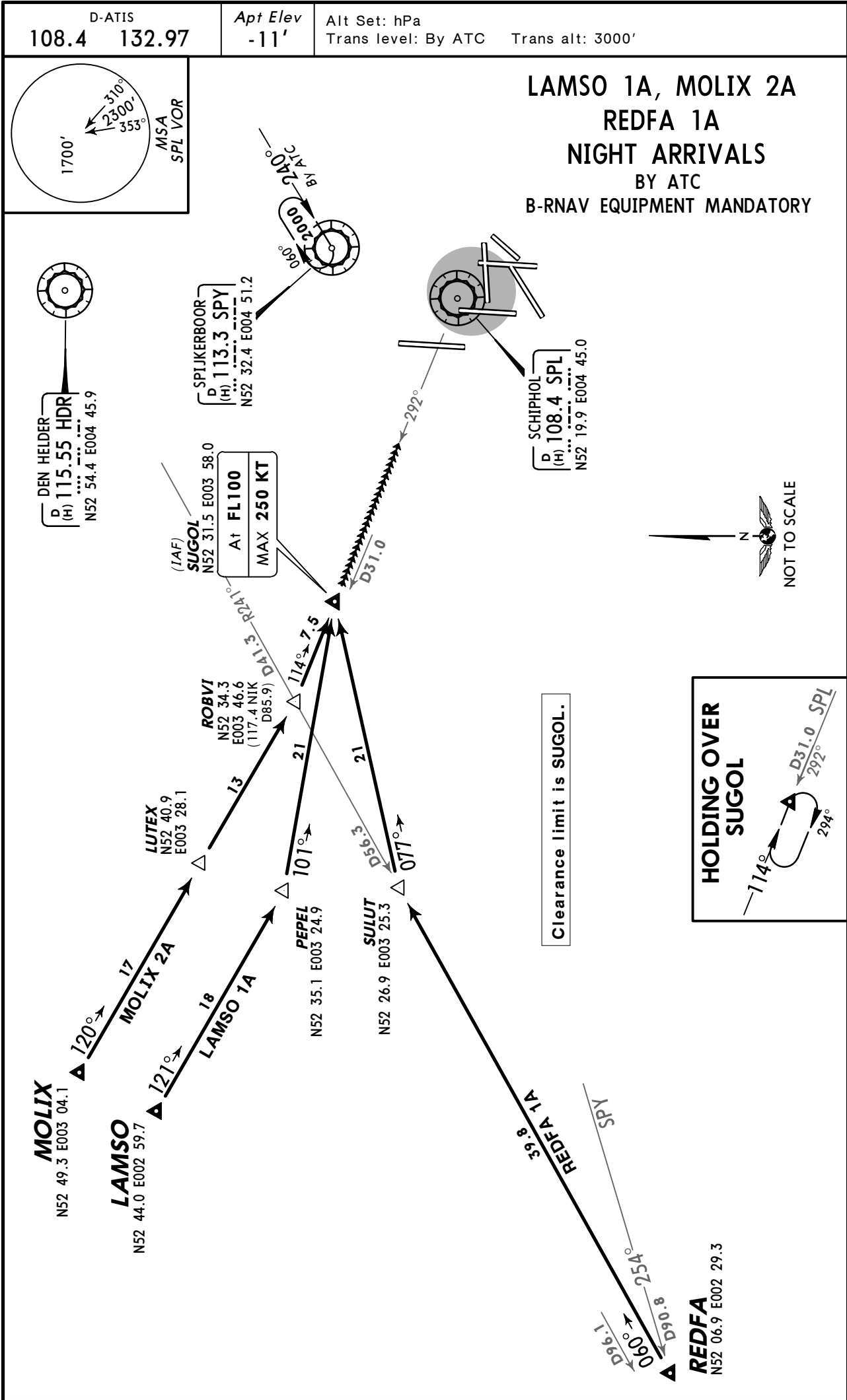
DENUT 1A, HELEN 1A
PESER 2A, PUTTY 1A
NIGHT ARRIVALS

BY ATC

B-RNAV EQUIPMENT MANDATORY

Clearance limit is RIVER.

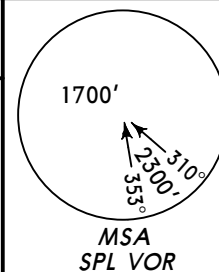




D-ATIS
108.4 132.97

Apt Elev
-11'

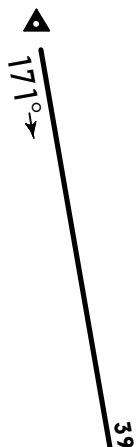
Alt Set: hPa
Trans level: By ATC Trans alt: 3000'



TOPPA 2A
NIGHT ARRIVAL
BY ATC
B-RNAV EQUIPMENT MANDATORY

TOPPA

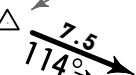
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(117.4 NIK R-351/D136.4)



MONIL
N52 45.6
E003 44.8



ROBVI
N52 34.3 E003 46.6
(117.4 NIK D85.9)



(IAF)
SUGOL
N52 31.5 E003 58.0

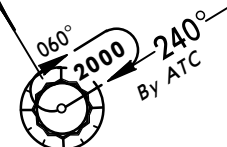
At **FL100**
MAX **250 KT**

D31.0

DEN HELDER
D (H) 115.55 HDR
N52 54.4 E004 45.9

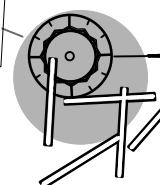


SPIJKERBOOR
D (H) 113.3 SPY
N52 32.4 E004 51.2

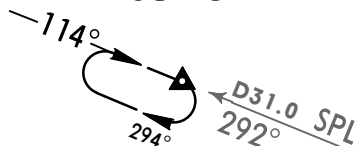


292°

SCHIPHOL
D (H) 108.4 SPL
N52 19.9 E004 45.0



HOLDING OVER SUGOL



SID DESIGNATION	REFER TO CHART
AMGOD 2X	10-3C
ANDIK 2E, 2F	10-3D
ANDIK 2G, 1N	10-3E
ANDIK 2R, 1T	10-3F
ANDIK 1S	10-3G
ARNEM 3E, 2F	10-3H
ARNEM 3G, 2N, 2P	10-3J
ARNEM 2R, 2T	10-3K
ARNEM 2S, 1V, 1Z	10-3L
BERGI 2E, 1F	10-3M
BERGI 1G, 2N, 1P	10-3N
BERGI 2R, 1S	10-3P
BERGI 3V, 1Z	10-3Q
BETUS 3Y	10-3S
DENAG 2X	10-3T1
EDUPO 1X, ELPAT 2X	10-3T2
GORLO 2F	10-3T3
GORLO 2N	10-3T4
GORLO 1P, 2R	10-3T4A
GORLO 3V, 1Z	10-3T5
IVLUT 2W	10-3T6
LARAS 1X	10-3T7
LEKKO 2E, 1F	10-3T8
LEKKO 1G, 1N, 1P	10-3U
LEKKO 1R, 1S, 1T	10-3V
LEKKO 2V, 1Z	10-3V1
LOPIK 2E, 1F	10-3V2
LOPIK 1G, 1N, 1P	10-3V3
LOPIK 1R, 1S	10-3V4
LOPIK 2V, 1Z	10-3V5
LUNIX 1E, 1F	10-3V6
LUNIX 1G, 1N, 1P	10-3V7
LUNIX 1R, 1T	10-3V8
LUNIX 1S, 1V, 1Z	10-3V9
NOPSU 1W, NYKER 3W	10-3V10
OGINA 1W	10-3W
ROVEN 1X	10-3X

SID DESIGNATION	REFER TO CHART
SPIJKERBOOR 2K	10-3X1
SPIJKERBOOR 1P, 2V, TORGA 1X	10-3X2
VALKO 2E, 1G	10-3X2A
VALKO 3M, 1S	10-3X3
WOODY 1W	10-3X4
CONTINUATION AFTER ANDIK	10-3X5
CONTINUATION AFTER ARNEM, EDUPO, ELPAT IVLUT, LUNIX & NYKER	10-3X6
CONTINUATION AFTER LARAS, LEKKO & WOODY	10-3X7
CONTINUATION AFTER LOPIK, OGINA & ROVEN	10-3X8

DEPARTURE INSTRUCTIONS

SIDs are minimum noise routings.

Remain on Tower frequency until passing 2000', then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. When changing frequency from SCHIPHOL Tower to SCHIPHOL Departure, initial contact shall consist of SCHIPHOL Departure, callsign, actual altitude, SID and additional instructions, e.g. altitude restrictions. If a flight is cleared on a heading for initial departure, the heading shall be used instead of the SID.

Instructions containing deviations from SIDs (e.g. a specific heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft.

If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off.

Perform turns in due time and at 25° bank angle.

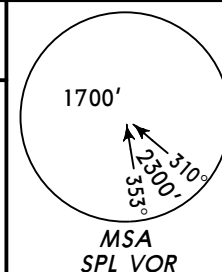
Intercept radials at an angle of 45°.

If FMS navigation is used pilots should connect FMS as early as possible.

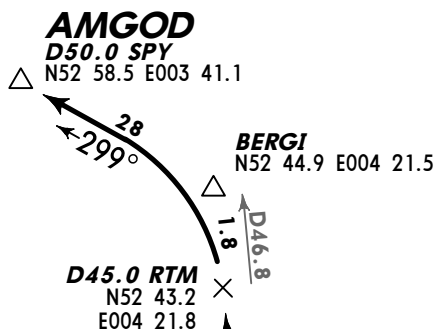
The EH waypoints shall not be used in RTF procedures.

SCHIPHOL Departure (R)
121.2Apt Elev
-11'

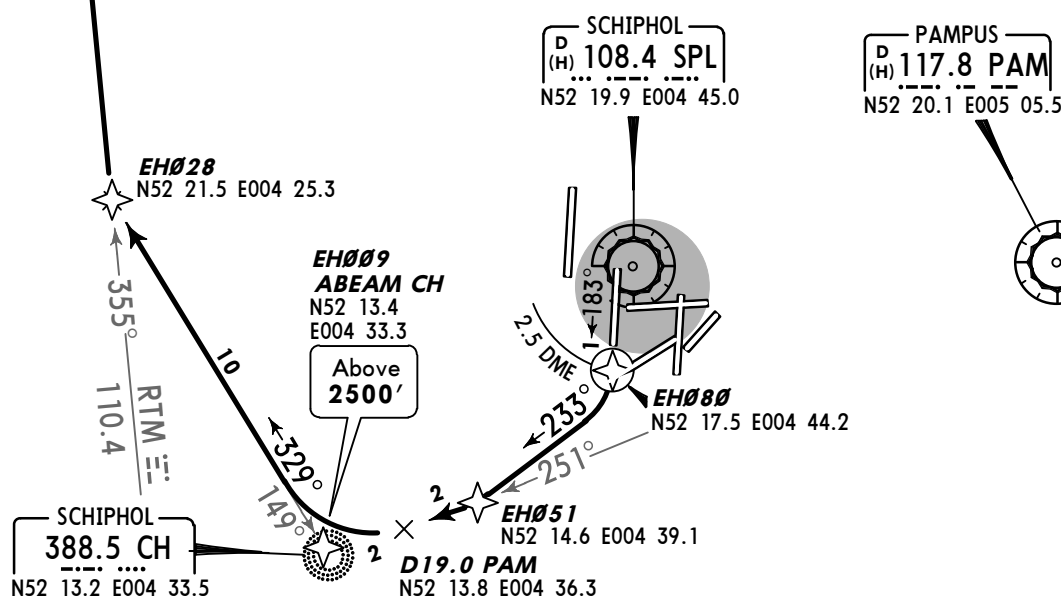
Trans level: By ATC Trans alt: 3000'



AMGOD 2X [AMGO2X]
RWY 18C DEPARTURE
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100

**WARNING**

Early autopilot connection might result in turn initiation below 500'. If applicable, continue on track 183° beyond SPL 2.5 DME/EH080 to prevent turning below 500'.

Initial climb clearance **FL60****ROUTING**

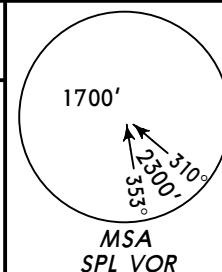
183° track, at SPL 2.5 DME turn RIGHT, 233° track, intercept PAM R-251, at D19.0 PAM turn RIGHT, intercept 329° bearing from CH, intercept RTM R-355 towards BERGI, at D45.0 RTM turn LEFT, 299° track to AMGOD.

RNAV: THR 18C - EH080 - EH051 - EH009 (2500'+) - EH028 - BERGI - AMGOD.

SCHIPHOL Departure (R)
119.05

Apt Elev
- 11'

Trans level: By ATC Trans alt: 3000'



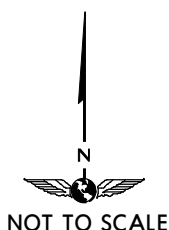
ANDIK 2E [ANDI2E], ANDIK 2F [ANDI2F]
RWYS 18L, 04 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

SPEED: MAX 250 KT BELOW FL100

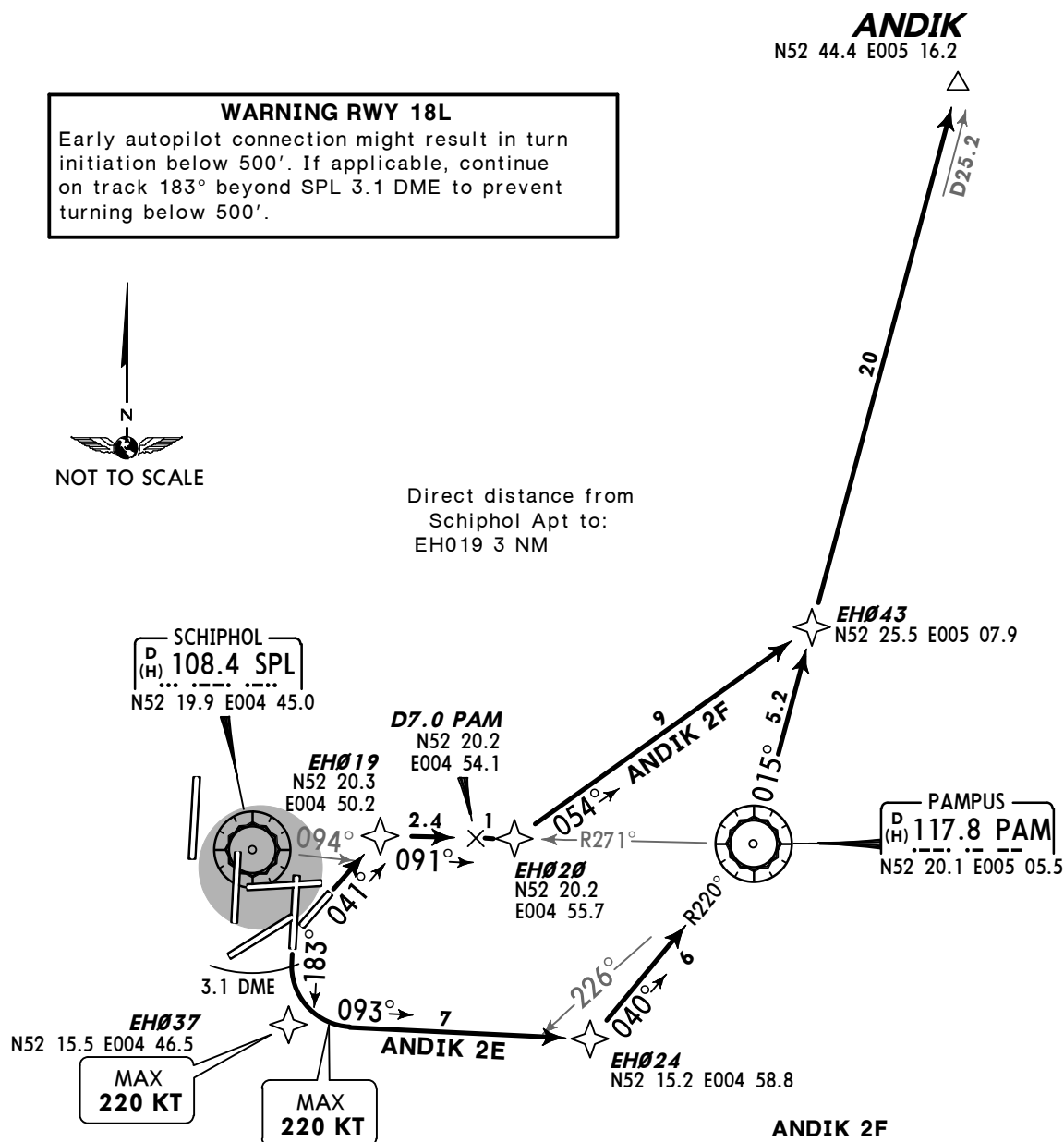
WARNING RWY 18L

Early autopilot connection might result in turn initiation below 500'. If applicable, continue on track 183° beyond SPL 3.1 DME to prevent turning below 500'.



NOT TO SCALE

Direct distance from
Schiphol Apt to:
EH019 3 NM



ANDIK 2F

This SID requires a minimum climb gradient of 4.0% up to 1000'.

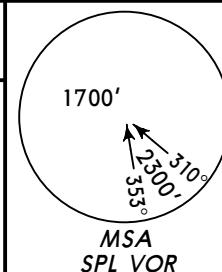
Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial climb clearance **FL60**

SID	RWY	ROUTING
ANDIK 2E	18L	183° track, at SPL 3.1 DME turn LEFT, 093° track, at PAM R-226 turn LEFT, intercept PAM R-220 inbound to PAM, PAM R-015 to ANDIK. RNAV: THR 18L - EH037 (K220-) - EH024 - PAM - ANDIK.
ANDIK 2F	04	041° track, at SPL R-094 turn RIGHT, intercept PAM R-271 inbound to D7.0 PAM, turn LEFT, 054° track, intercept PAM R-015 to ANDIK. RNAV: THR 04 - EH019 - EH020 - EH043 - ANDIK.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'



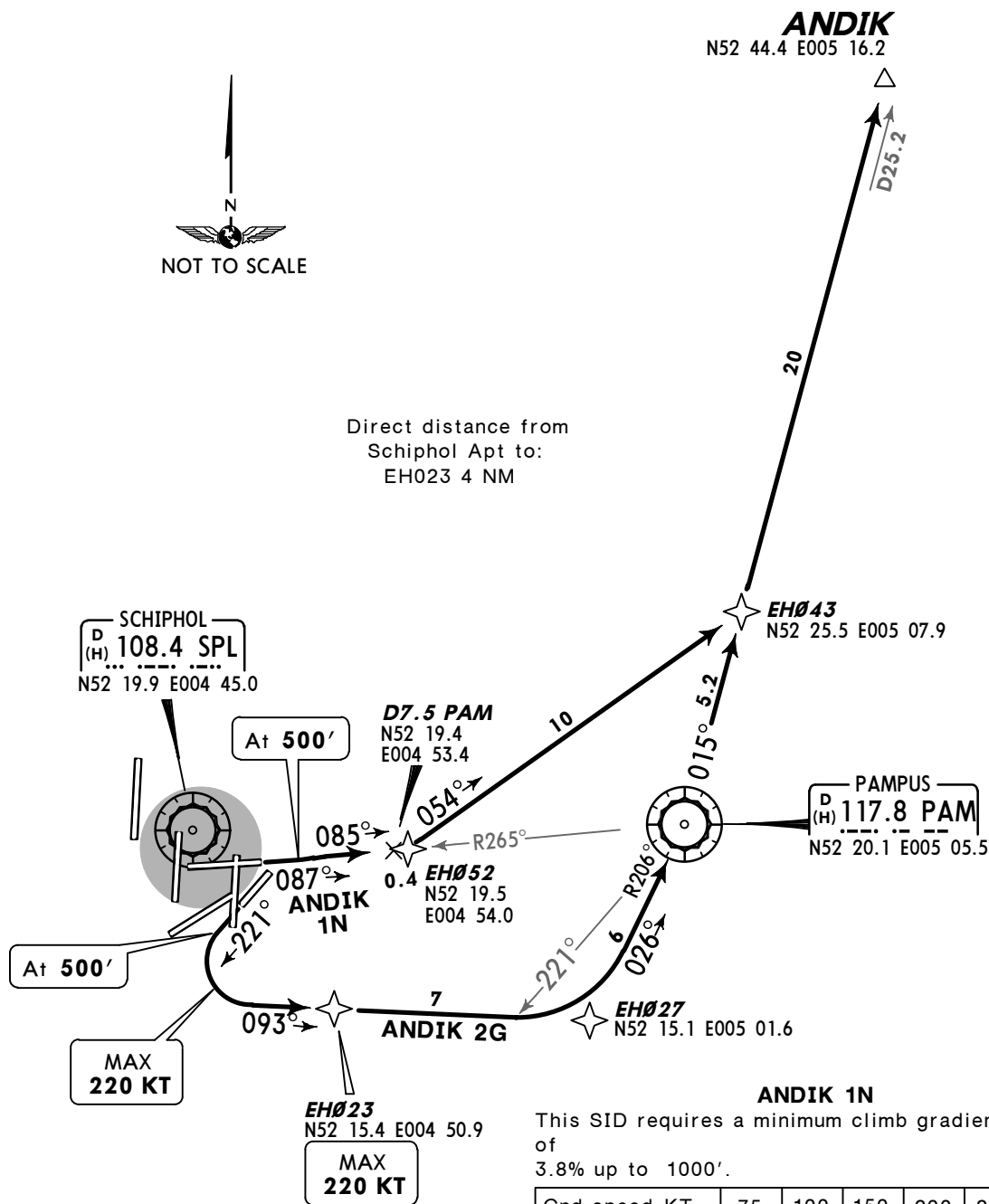
ANDIK 2G [ANDI2G], ANDIK 1N [ANDI1N]

RWYS 22, 09 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

~~SPEED~~ MAX 250 KT BELOW FL100

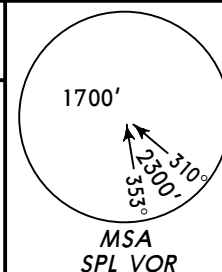
Direct distance from
Schiphol Apt to:
EH023 4 NM

Initial climb clearance **FL60**

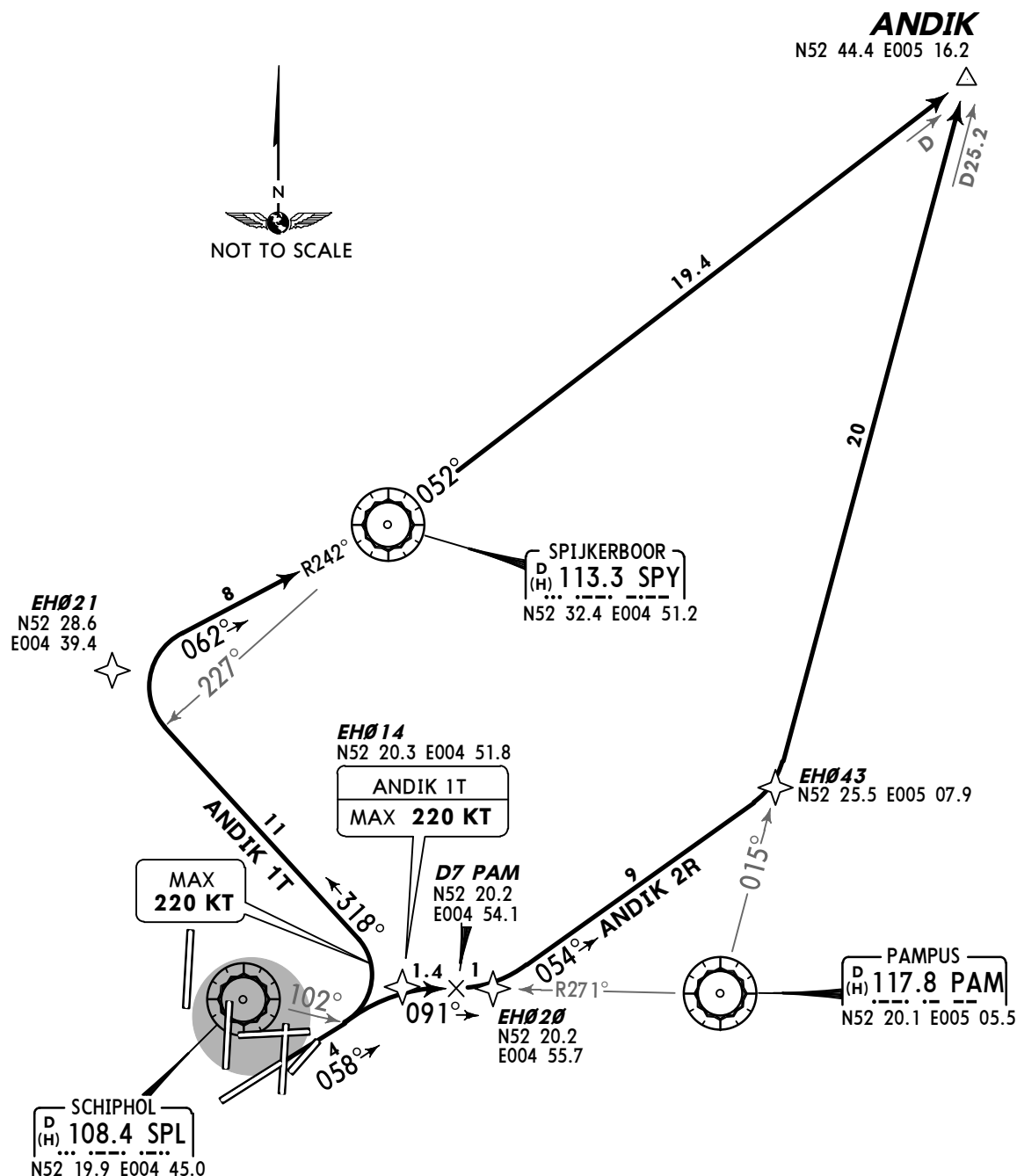
SID	RWY	ROUTING
ANDIK 2G	22	Climb on 221° track, at 500' turn LEFT, 093° track, at PAM R-221 turn LEFT, intercept PAM R-206 inbound to PAM, PAM R-015 to ANDIK. RNAV: THR 22 - (500') - EH023 (K220-) - EH027 - PAM - ANDIK.
ANDIK 1N	09	Climb on 087° track, at 500' turn LEFT, intercept PAM R-265 inbound to D7.5 PAM, turn LEFT, 054° track, intercept PAM R-015 to ANDIK. RNAV: THR 09 - (500') - EH052 - EH043 - ANDIK.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

**ANDIK 2R [ANDI2R], ANDIK 1T [ANDI1T]
RWY 06 DEPARTURES**

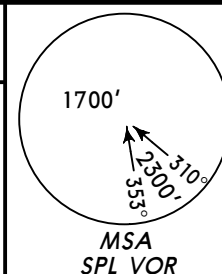
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

~~SPEED~~ MAX 250 KT BELOW FL100**Initial climb clearance FL60**

SID	ROUTING
ANDIK 2R ①	058° track, at SPL R-102 turn RIGHT, intercept PAM R-271 inbound to D7 PAM, turn LEFT, 054° track, intercept PAM R-015 to ANDIK. RNAV: THR 06 - EH014 - EH020 - EH043 - ANDIK.
ANDIK 1T ②	058° track, at SPL R-102 turn LEFT, 318° track, at SPY R-227 turn RIGHT, intercept SPY R-242 inbound to SPY, SPY R-052 to ANDIK. RNAV: THR 06 - EH014 (K220-) - EH021 - SPY - ANDIK.
① Jet aircraft only between 0630-2300LT.	② Only jet aircraft between 2300-0630LT.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

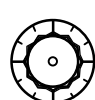
Trans level: By ATC Trans alt: 3000'



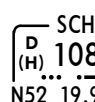
ANDIK 1S [ANDI1S]

RWY 24 DEPARTURE

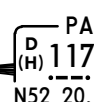
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

~~SPEED~~ MAX 250 KT BELOW FL100**ANDIK**
N52 44.4 E005 16.2

SPIJKERBOOR
D (H) 113.3 SPY
N52 32.4 E004 51.2



SCHIPHOL
D (H) 108.4 SPL
N52 19.9 E004 45.0



PAMPUS
D (H) 117.8 PAM
N52 20.1 E005 05.5

MAX
220 KTEH005
N52 16.4 E004 41.9EH008
N52 12.5 E004 46.0MAX
220 KTEH026
N52 10.3 E004 52.2Initial climb clearance **FL60**

ROUTING

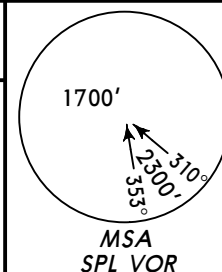
238° track, at SPL 4.2 DME turn LEFT, 118° track, at PAM R-231 turn LEFT, intercept PAM
R-220 inbound to PAM, PAM R-015 to ANDIK.

RNAV: THR 24 - EH005 - EH008 (K220-) - EH026 - PAM - ANDIK.

SCHIPHOL Departure (R)
119.05

Apt Elev
-11'

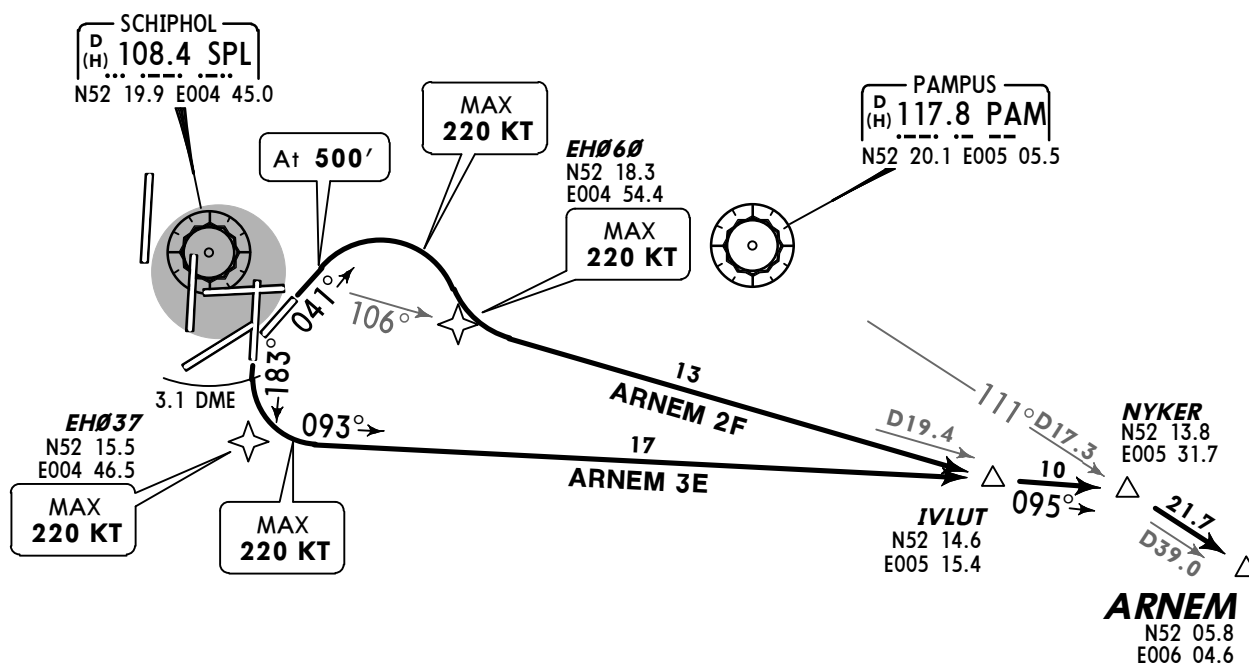
Trans level: By ATC Trans alt: 3000'



ARNEM 3E [ARNE3E], ARNEM 2F [ARNE2F]
RWYS 18L, 04 DEPARTURES
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
 FOR ROUTE CONTINUATION AFTER ARNEM
 REFER TO CHART 10-3X6
~~SPEED~~ MAX 250 KT BELOW FL100

WARNING RWY 18L
 Early autopilot connection might result in turn
 initiation below 500'. If applicable, continue
 on track 183° beyond SPL 3.1 DME to prevent
 turning below 500'.

Direct distance from
 Schiphol Apt to:
 EH060 5 NM



ARNEM 2F

This SID requires a minimum climb gradient
 of
 4.0% up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial climb clearance FL60

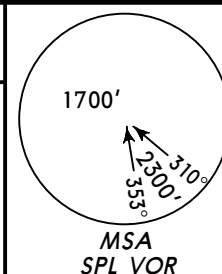
SID	RWY	ROUTING
ARNEM 3E	18L	183° track, at SPL 3.1 DME turn LEFT, 093° track to IVLUT, 095° track to NYKER, intercept PAM R-111 to ARNEM. RNAV: THR 18L - EH037 (K220-) - IVLUT - NYKER - ARNEM.
ARNEM 2F	04	Climb on 041° track, at 500' turn RIGHT, intercept SPL R-106 to IVLUT, 095° track to NYKER, intercept PAM R-111 to ARNEM. RNAV: THR 04 - (500') - EH060 (K220-) - IVLUT- NYKER - ARNEM.

Trans level: By ATC Trans alt: 3000'

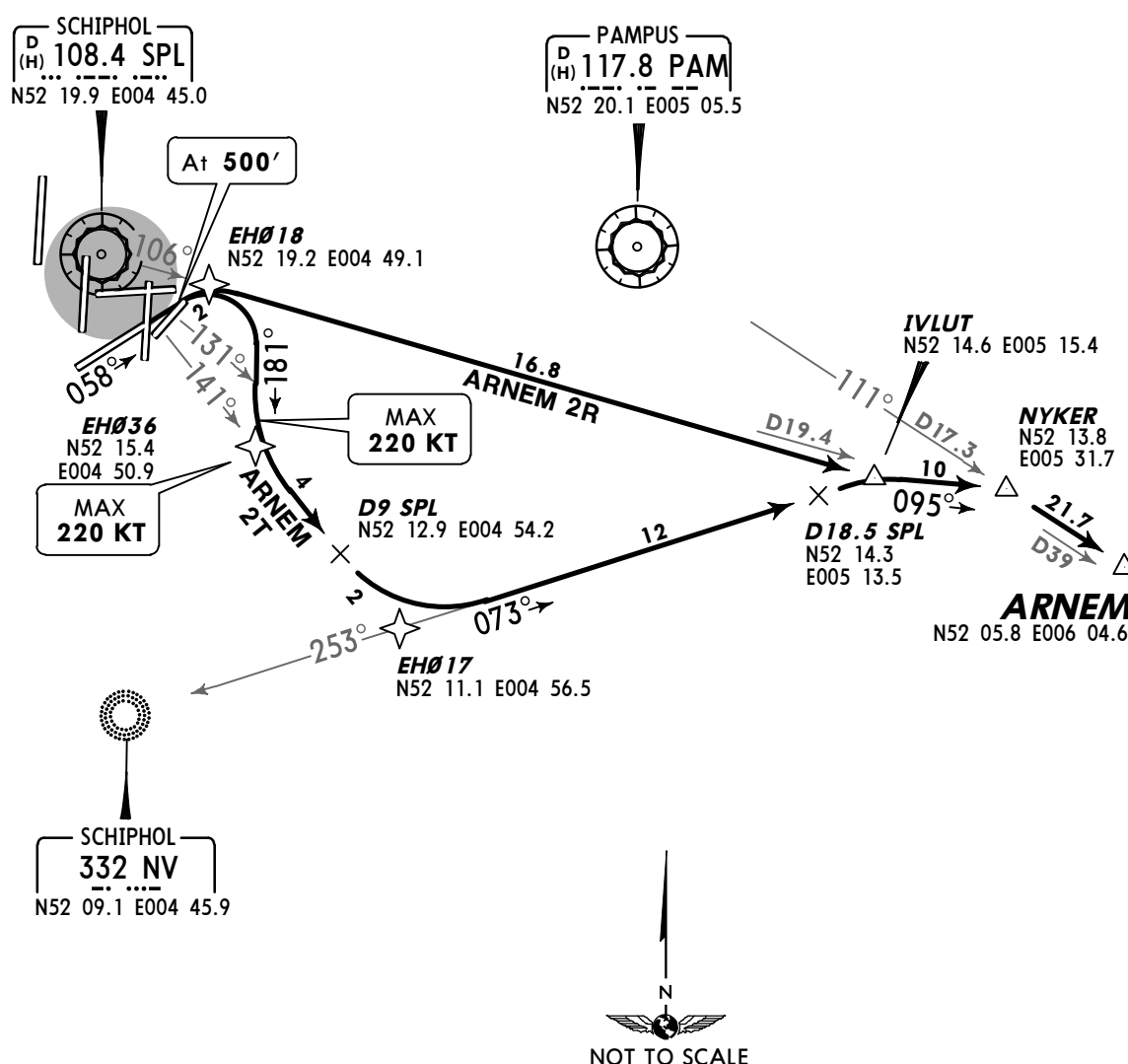


SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

**ARNEM 2R [ARNE2R], ARNEM 2T [ARNE2T]
RWY 06 DEPARTURES**

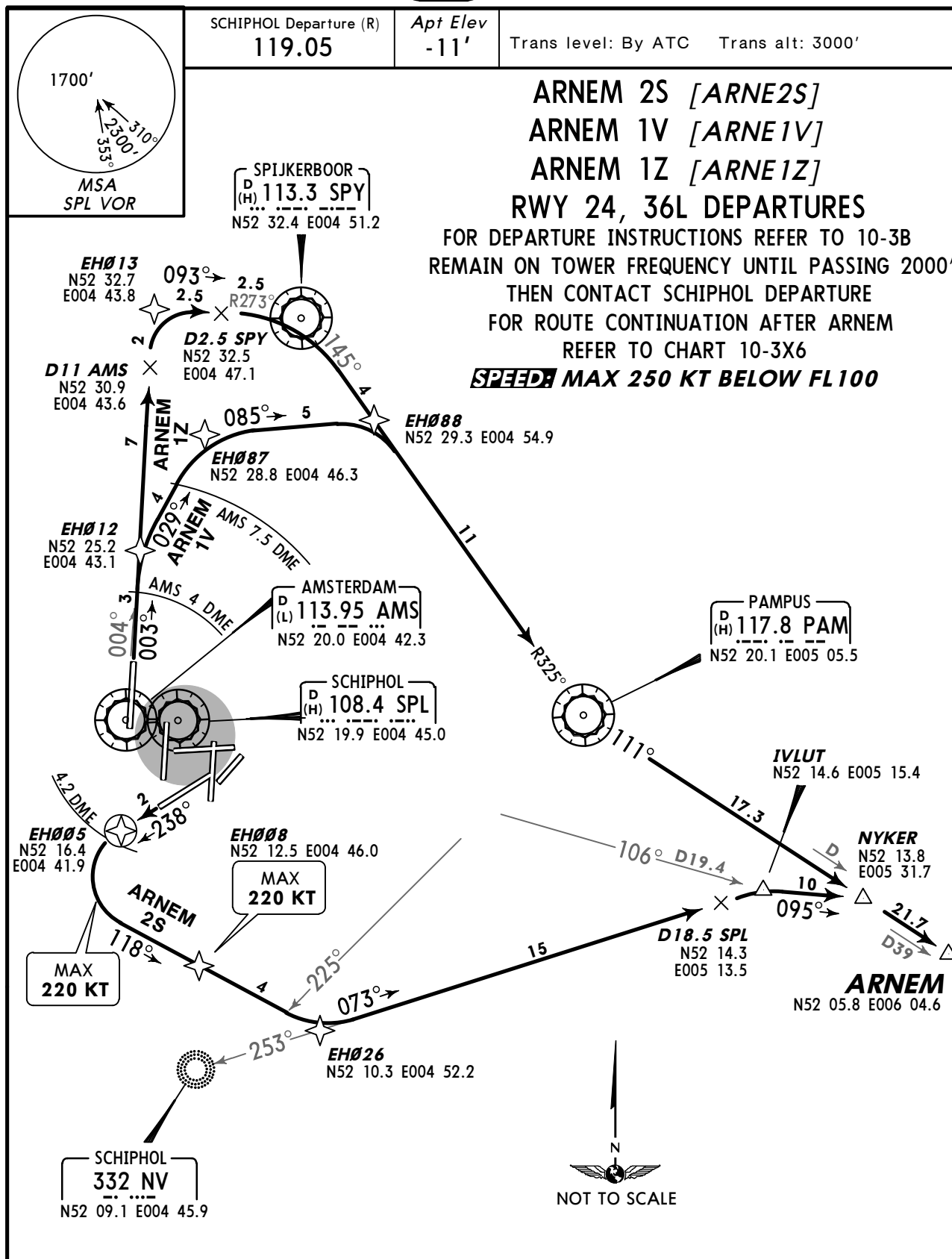
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ARNEM
REFER TO CHART 10-3X6

~~SPEED~~ MAX 250 KT BELOW FL100Initial climb clearance **FL60**

SID	ROUTING
ARNEM 2R ①	Climb on 058° track, at 500' turn RIGHT, intercept SPL R-106 to IVLUT, 095° track to NYKER, intercept PAM R-111 to ARNEM. RNAV: THR 06 - EH018 - IVLUT - NYKER - ARNEM.
ARNEM 2T ②	Climb on 058° track, at 500' turn RIGHT, 181° track, at SPL R-131 turn LEFT, intercept SPL R-141 to D9 SPL, turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.5 SPL turn RIGHT, 095° track to NYKER, intercept PAM R-111 to ARNEM. RNAV: THR 06 - (500') - EH036 (K220-) - EH017 - IVLUT - ARNEM.

① Jet aircraft only between 0630-2300LT.

② Only jet aircraft between 2300-0630LT.

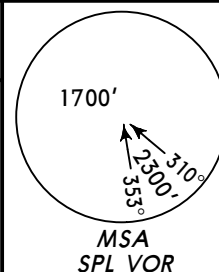
Initial climb clearance **FL60**

SID	RWY	ROUTING
ARNEM 2S	24	238° track, at SPL 4.2 DME turn LEFT, 118° track, at PAM R-225 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.5 SPL turn RIGHT, 095° track to NYKER, intercept PAM R-111 to ARNEM. RNAV: THR 24 - EH005 - EH008 (K220-) - EH026 - IVLUT - NYKER - ARNEM.
ARNEM 1V ①	36L	003° track, at AMS 4 DME turn RIGHT, 029° track, at AMS 7.5 DME turn RIGHT, 085° track, intercept PAM R-325 inbound to PAM, PAM R-111 to ARNEM. RNAV: THR 36L - EH012 - EH087 - EH088 - PAM - ARNEM.
ARNEM 1Z ②		003° track, intercept AMS R-004, at D11 AMS turn RIGHT, intercept SPY R-273 inbound to D2.5 SPY, turn RIGHT, intercept PAM R-325 inbound to PAM, PAM R-111 to ARNEM. RNAV: THR 36L - EH013 - SPY - PAM - ARNEM.

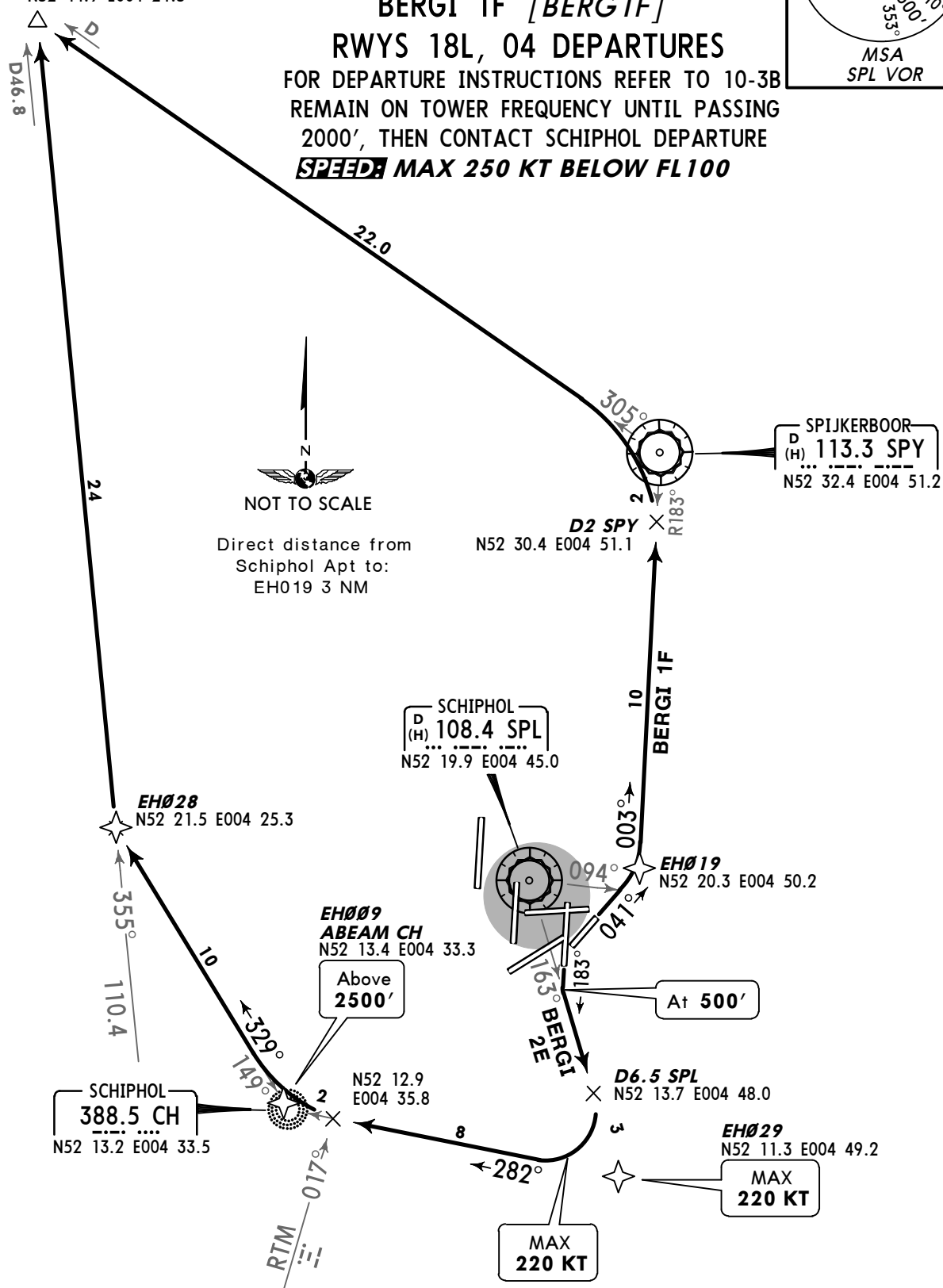
① Jet aircraft only between 0630-2300LT.

② Only jet aircraft between 2300-0630LT.

Trans level: By ATC Trans alt: 3000'



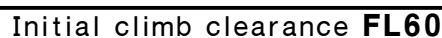
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING
2000', THEN CONTACT SCHIPHOL DEPARTURE
SPEED MAX 250 KT BELOW FL100



ROUTING

Climb on 183° track, at 500' turn LEFT, intercept SPL R-163, at D6.5 SPL turn RIGHT, intercept 282° bearing towards CH, at RTM R-017 turn RIGHT, intercept 329° bearing from CH, intercept RTM R-355 to BERGI.
RNAV: THR 18L - (500') - EH029 (K220-) - EH009 (2500'+) - EH028 - BERGI.

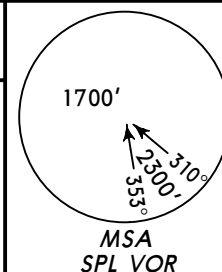
041° track, at SPL R-094 turn LEFT, intercept SPY R-183 inbound to D2 SPY, turn LEFT, intercept SPY R-305 to BERGI.
RNAV: THR 04 - EH019 - SPY - BERGI.



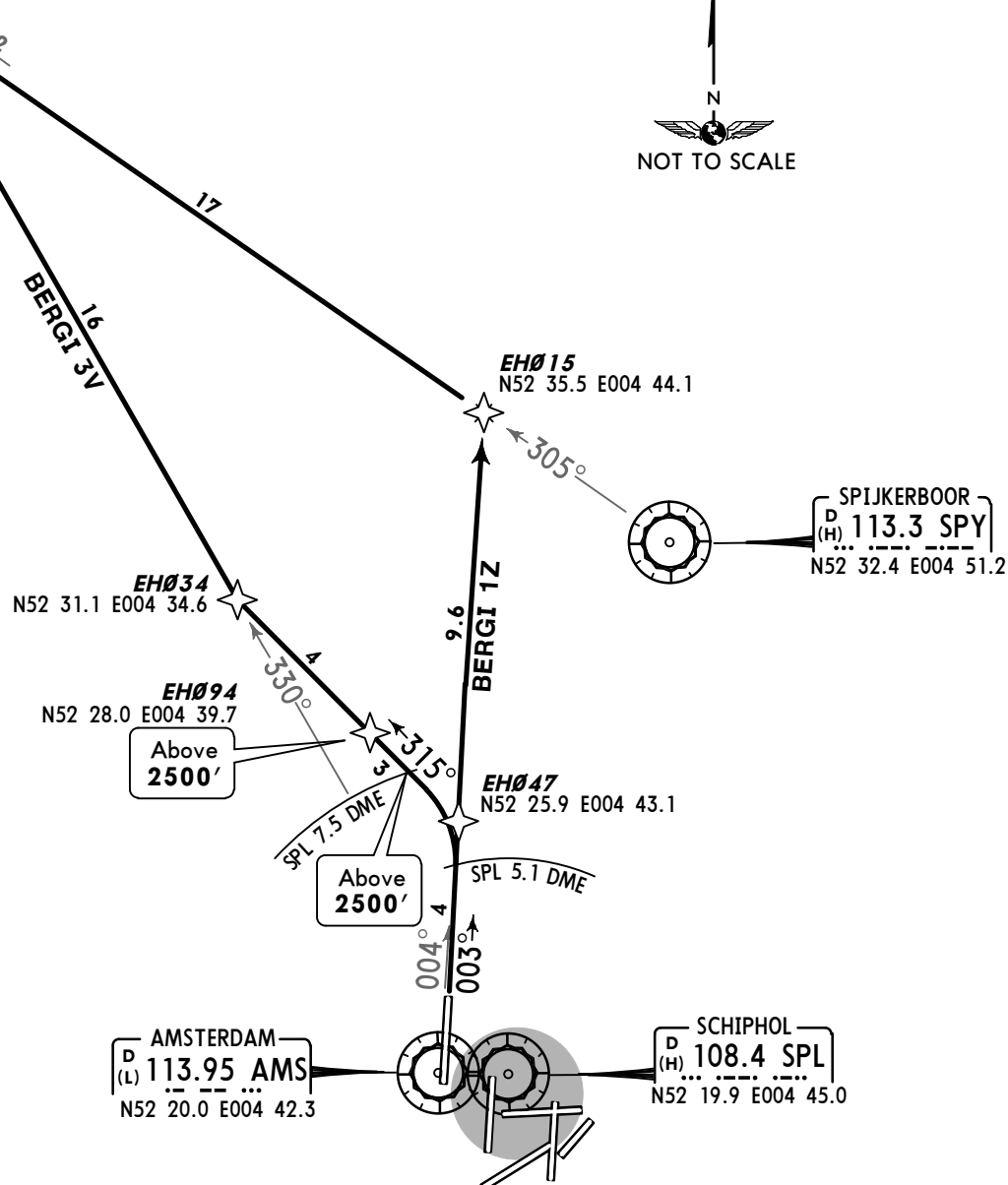
SID	RWY	ROUTING
BERGI 1G	22	221° track, at SPL 2.8 DME turn RIGHT, 284° track, intercept RTM R-355 to BERGI. RNAV: THR 22 - EH063 (K220-) - EH041 - BERGI.
BERGI 2N	09	Climb on 087° track, at 500' turn LEFT, 315° track, intercept SPL R-338, at D20.0 SPL turn LEFT, intercept SPY R-305 to BERGI. RNAV: THR 09 - (500') - EH053 (K220-) - EH094 (2500'+) - EH022 - BERGI.
BERGI 1P	27	Climb on 267° track, at 500' turn RIGHT, intercept SPL R-267, intercept RTM R-355 to BERGI. RNAV: THR 27 - (500') - EH058 - EH041 - BERGI.

SCHIPHOL Departure (R)
121.2Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

**BERGI 3V [BERG3V], BERGI 1Z [BERG1Z]
RWY 36L DEPARTURES**FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE**~~SPEED~~ MAX 250 KT BELOW FL100****BERGI**

N52 44.9 E004 21.5

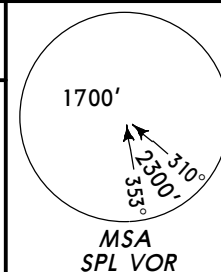
Initial climb clearance **FL60**

SID	ROUTING
BERGI 3V ①	003° track, at SPL 5.1 DME turn LEFT, 315° track, intercept SPL R-330 to BERGI. RNAV: THR 36L - EH047 - EH094 (2500'+) - EH034 - BERGI.
BERGI 1Z ②	003° track, intercept AMS R-004, intercept SPY R-305 to BERGI. RNAV: THR 36L - EH015 - BERGI.

① Jet aircraft only between 0630-2300LT. ② Only jet aircraft between 2300-0630LT.

SCHIPHOL Departure (R)
121.2Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

**BETUS 3Y [BETU3Y]/● [B3Y737]
RWY 18C DEPARTURE**

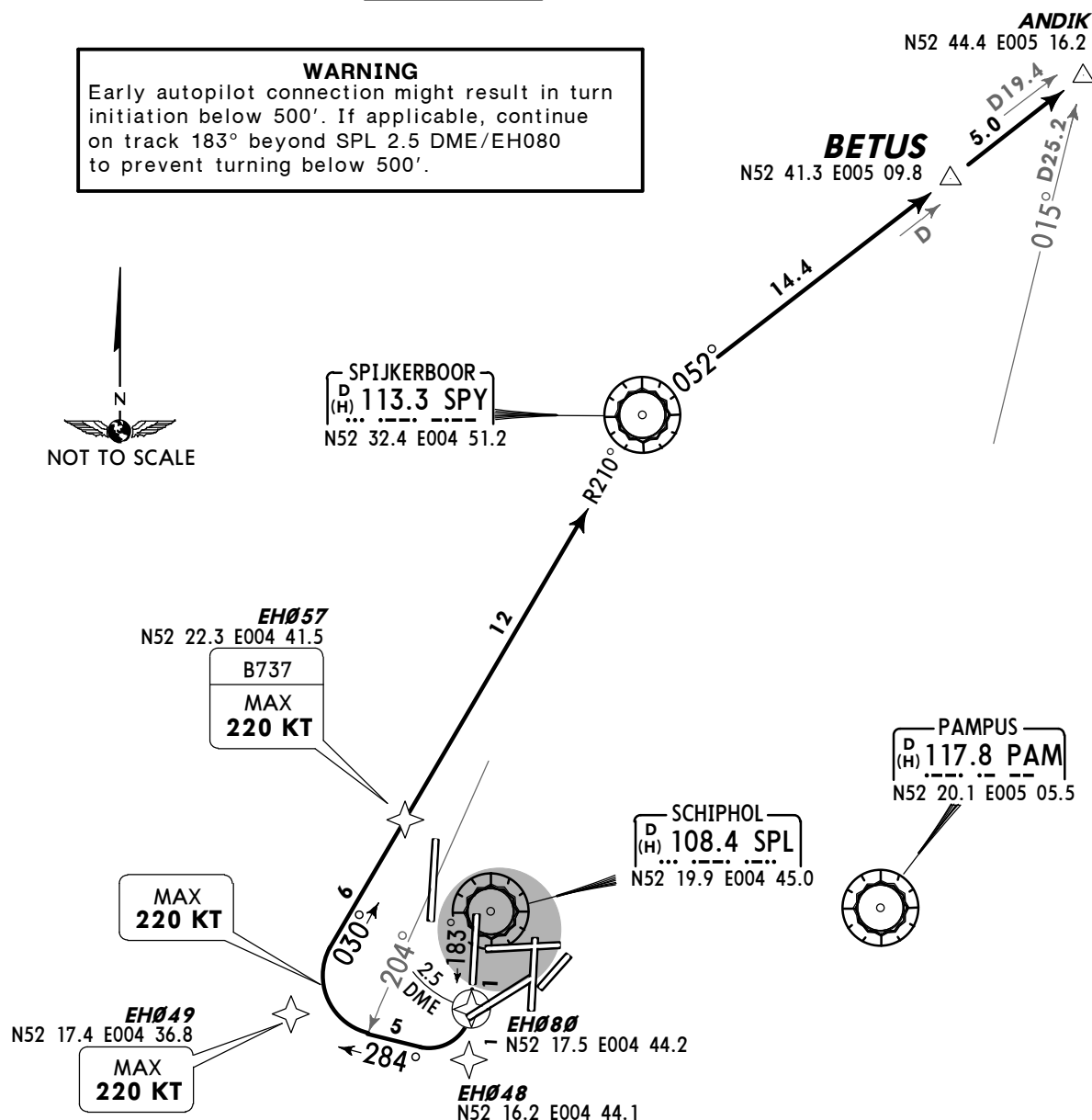
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

~~SPEED~~ MAX 250 KT BELOW FL100

● B737 only.

WARNING

Early autopilot connection might result in turn initiation below 500'. If applicable, continue on track 183° beyond SPL 2.5 DME/EH080 to prevent turning below 500'.

Initial climb clearance **FL60****ROUTING**

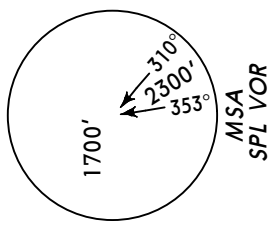
183° track, at SPL 2.5 DME turn RIGHT, 284° track, at SPY R-204 turn RIGHT, intercept SPY R-210 inbound to SPY, SPY R-052 via BETUS to ANDIK.

RNAV: THR 18C - EH048 - EH049 (K220-) - SPY - BETUS - ANDIK.

B737: THR 18C - EH080 - EH057 (K220-) - SPY - BETUS - ANDIK.

SCHIPHOL Departure (R)
121.2Apt E/lev
-11'

Trans level: By ATC Trans alt: 3000'

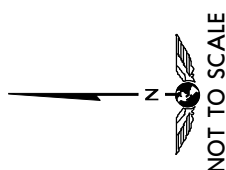


DENAG 2X [DENA2X]

RWY 18C DEPARTURE

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE**SPEED: MAX 250 KT BELOW FL100**PAMPUS
D 117.8 PAM
(H) 117.8 PAM
N52 20.1 E005 05.5SCHIPHOL
D 108.4 SPL
(H) 108.4 SPL
N52 19.9 E004 45.0EH080
N52 17.5 E004 44.2
2.5 DME
183°EH051
N52 14.6 E004 39.1EH009
ABEAM CH
N52 13.4 E004 33.3Above
2500'SCHIPHOL
388.5 CH
N52 13.2 E004 33.5**WARNING**Early autopilot connection might result in turn
initiation below 500'. If applicable, continue
on track 183° beyond SPL 2.5 DME/EH080
to prevent turning below 500'.Initial climb clearance **FL60****ROUTING**

183° track, at SPL 2.5 DME turn RIGHT, 233° track, intercept PAM R-251 to DENAG.

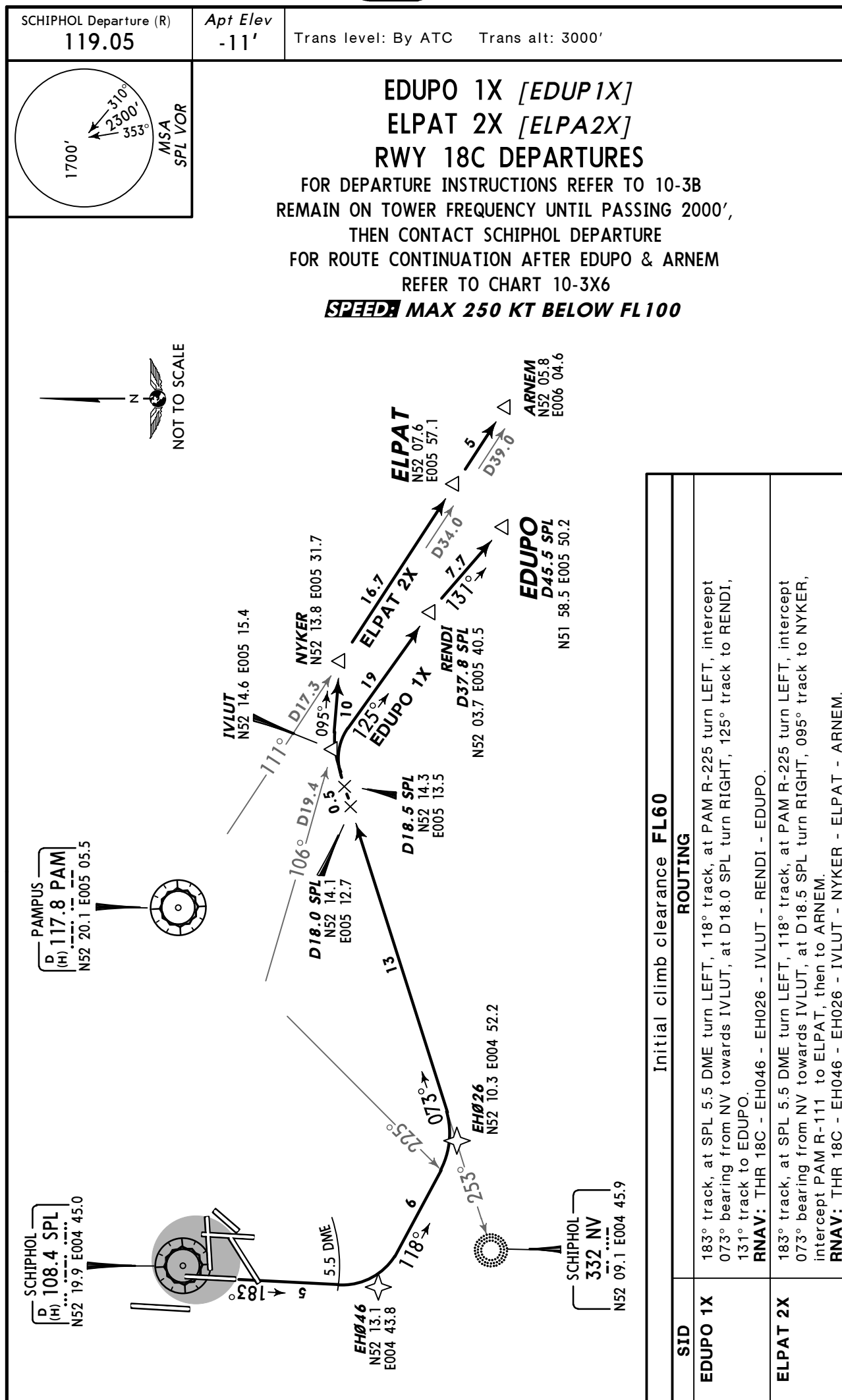
RNAV: THR 18C - EH080 - EH051 - EH009 (2500'+) - DENAG.

26

DA6.9

DENAG

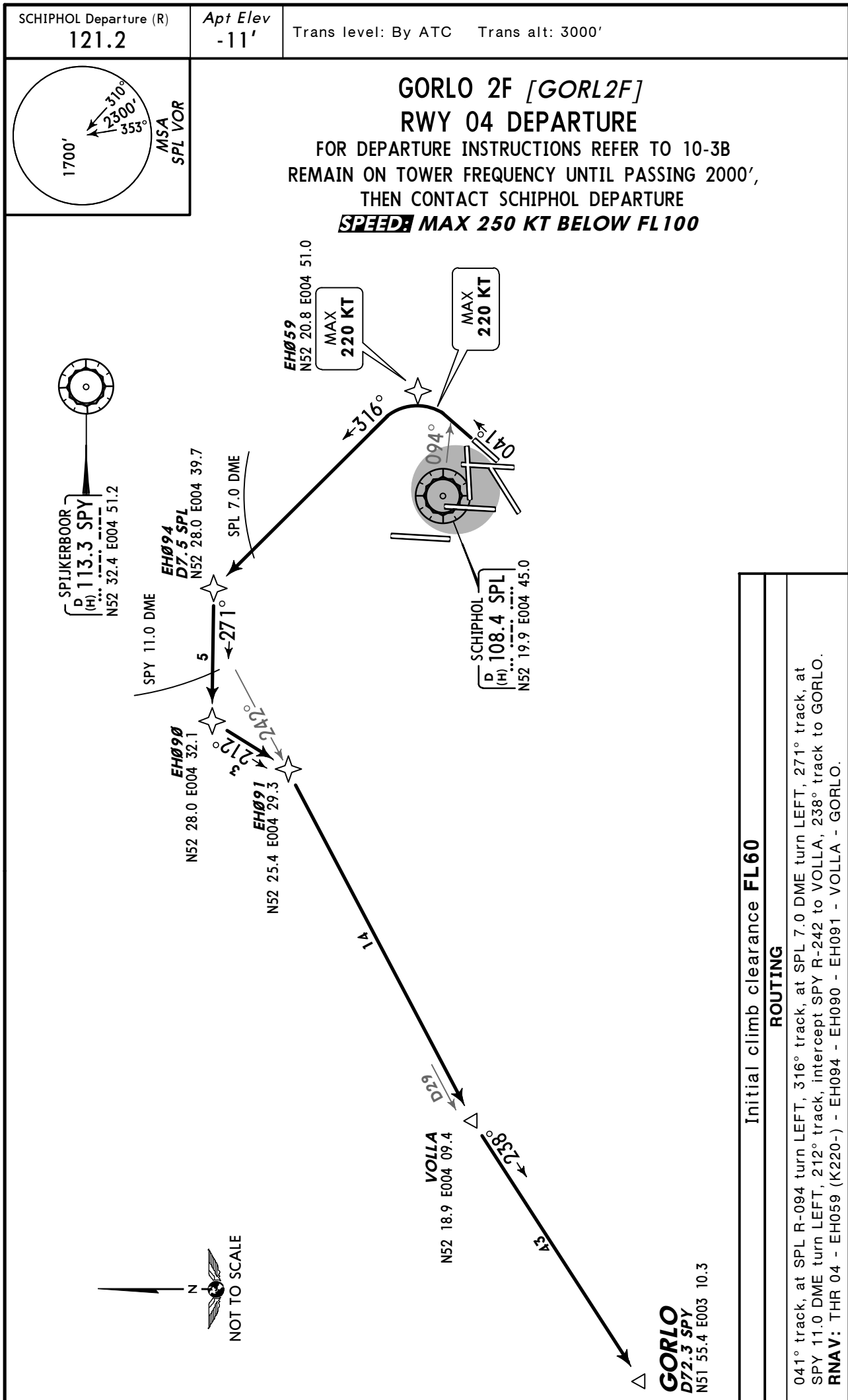
N52 04.9 E003 53.4



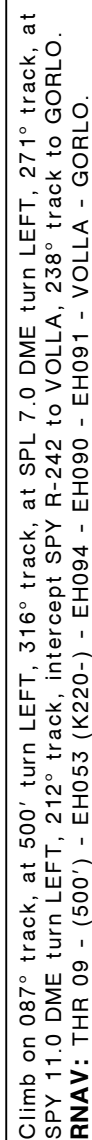
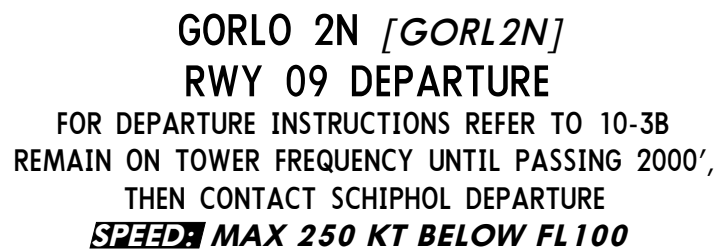
SCHIPHOL D 108.4 SPL N52 19.9 E004 45.0

PAMPUS D 117.8 PAM N52 20.1 E005 05.5

SCHIPHOL 332 NV N52 09.1 E004 45.9

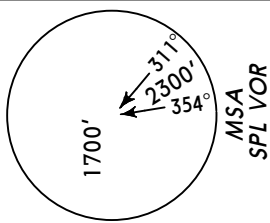
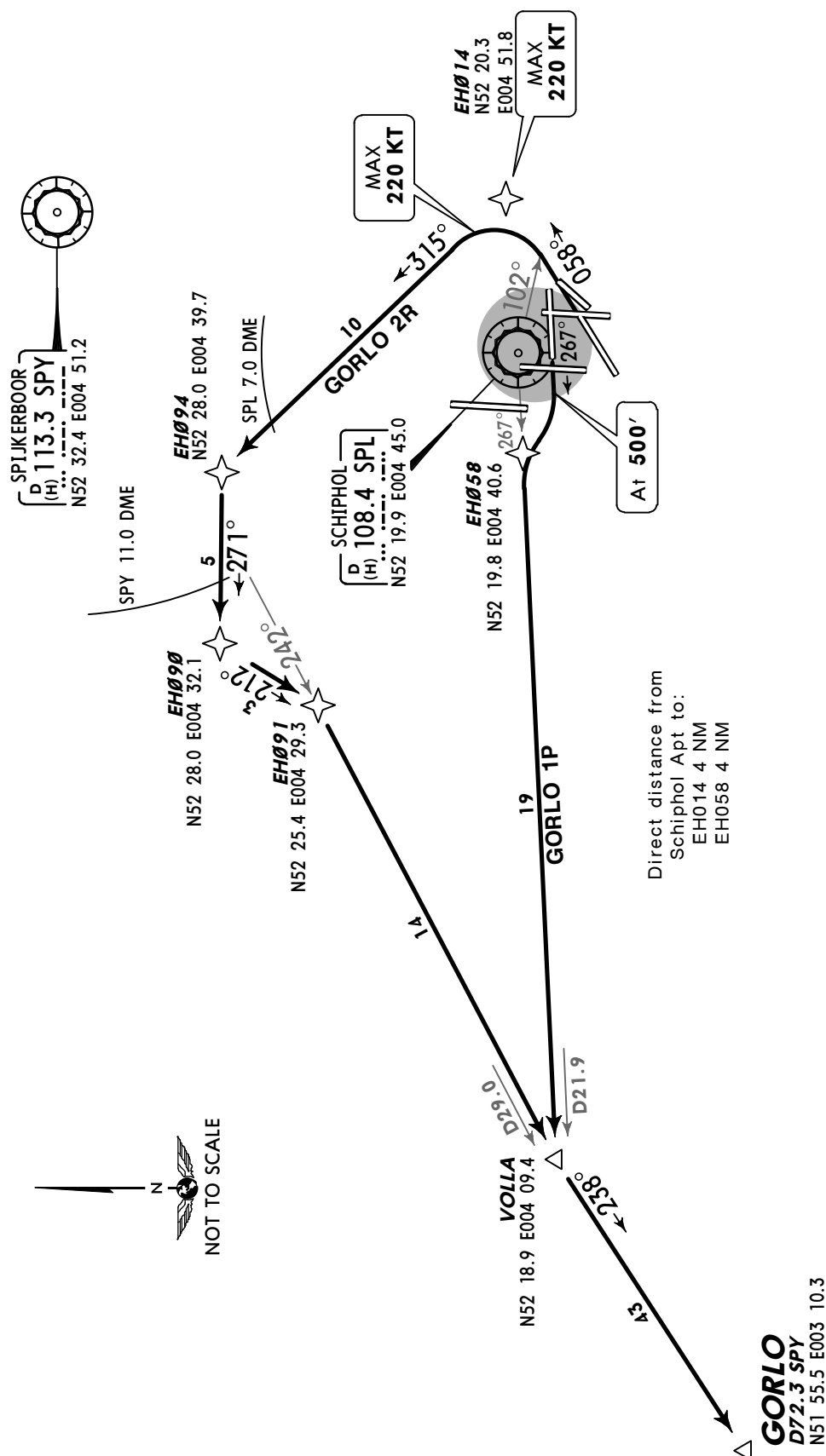


Trans level: By ATC Trans alt: 3000'



SCHIPHOL Departure (R)
121.2Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

**GORLO 1P [GORL1P], GORLO 2R [GORL2R]
RWYS 27, 06 DEPARTURES**FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE**~~SPEED~~ MAX 250 KT BELOW FL100**Initial climb clearance **FL60****ROUTING**

Climb on 267° track, at 500' turn RIGHT, intercept SPL R-267 to VOLLA, 238° track to GORLO.

RNAV: THR 27 - (500') - EH058 - VOLLA - GORLO.

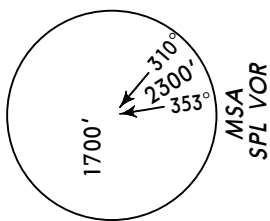
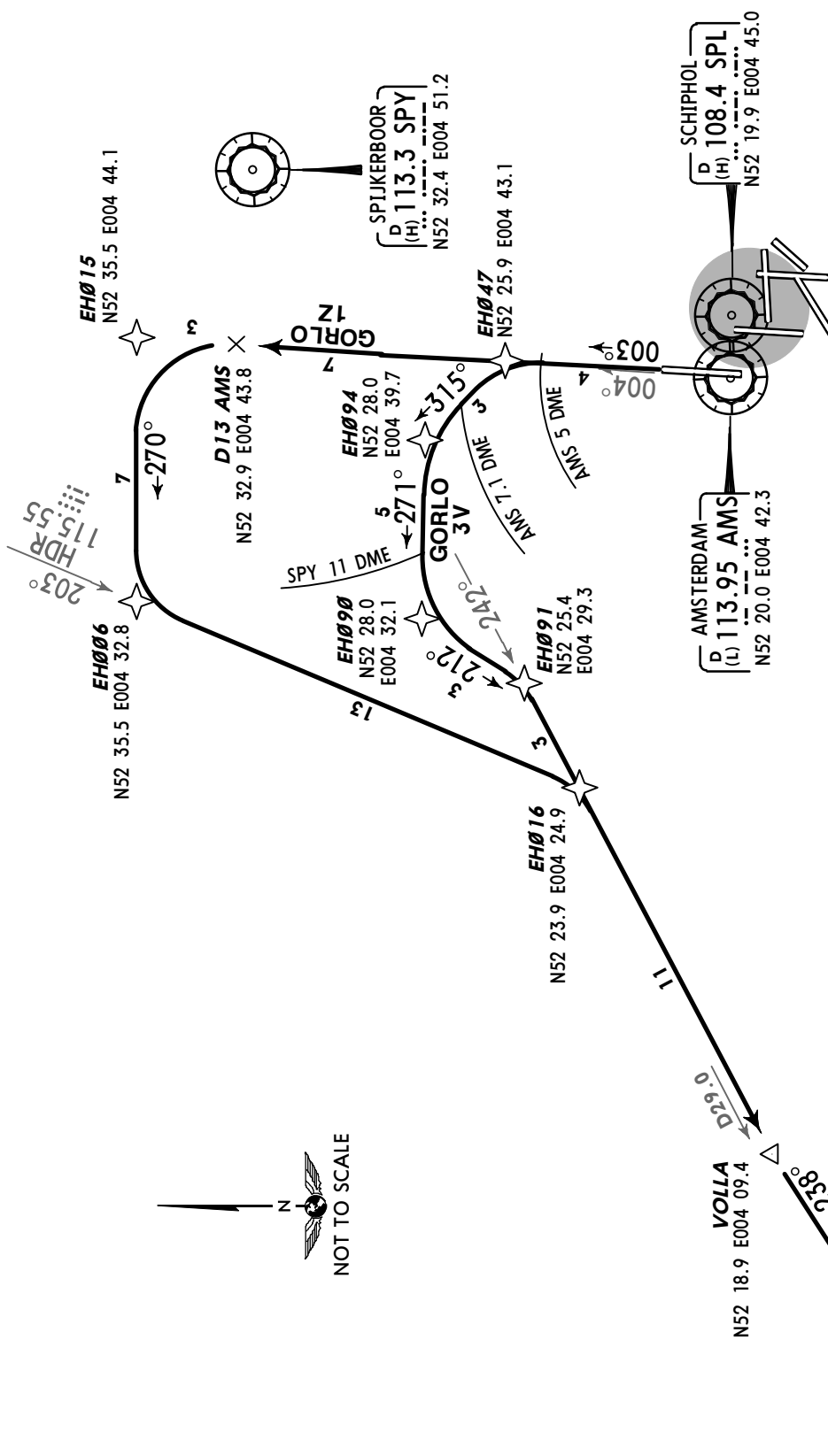
058° track, at SPL R-102 turn LEFT, 315° track, at SPL 7.0 DME turn LEFT, 271° track, at SPY 11.0 DME turn LEFT, 242° track, intercept SPY R-242 to VOLLA, 238° track to GORLO.

RNAV: THR 06 - EH014 (K220-) - EH094 - EH091 - VOLLA - GORLO.

SID	RWY
GORLO 1P	27
GORLO 2R	06

SCHIPHOL Departure (R)
121.2Apt E/lev
-11'

Trans level: By ATC Trans alt: 3000'

GORLO 3V [GORL3V], GORLO 1Z [GORL1Z]
RWY 36L DEPARTURESFOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
SPEED: MAX 250 KT BELOW FL100

Initial climb clearance FL60	
SID	ROUTING
GORLO 3V ①	003° track, at AMS 5 DME turn LEFT, 315° track, at AMS 7.1 DME turn LEFT, 271° track, at SPY 11 DME turn LEFT, 212° track, intercept SPY R-242 to Volla, 238° track to GORLO. RNAV: THR 36L - EH047 - EH094 - EH090 - EH091 - Volla - GORLO.
GORLO 1Z ②	003° track, intercept AMS R-004, at D13 AMS turn LEFT, 270° track, intercept HDR R-203, intercept SPY R-242 to Volla, 238° track to GORLO. RNAV: THR 36L - EH015 - EH006 - EH016 - Volla - GORLO.
① Jet aircraft only between 0630-2300LT. ② Only jet aircraft between 2300-0630LT.	

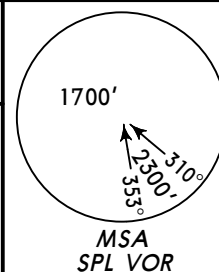
SCHIPHOL Departure (R)

119.05

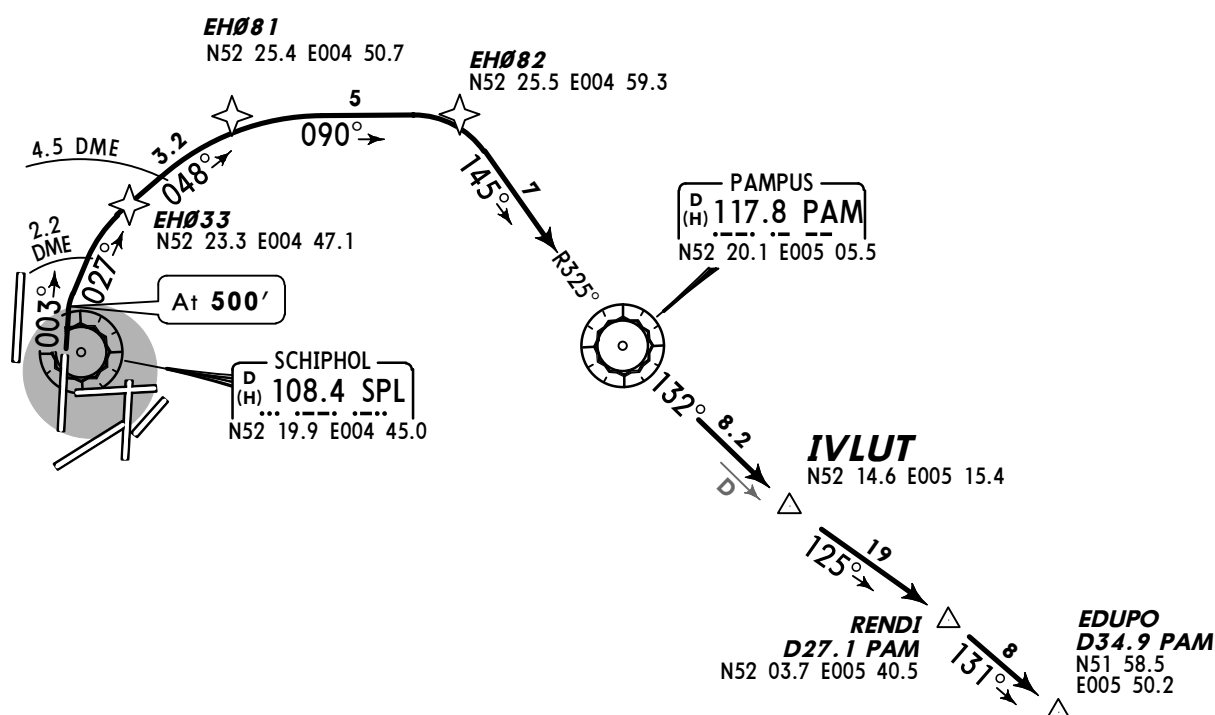
Apt Elev
-11'

Trans level: By ATC

Trans alt: 3000'

**IVLUT 2W [IVLU2W]
RWY 36C DEPARTURE**

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER EDUPO
REFER TO CHART 10-3X6
~~SPEED~~ MAX 250 KT
BELOW FL100

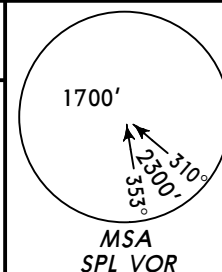
Initial climb clearance **FL60****ROUTING**

Climb on 003° track, at 500' turn RIGHT, 027° track, at SPL 2.2 DME turn RIGHT, 048° track, at SPL 4.5 DME turn RIGHT, 090° track, intercept PAM R-325 inbound to PAM, PAM R-132 to IVLUT, 125° track to RENDI, 131° track to EDUPO.

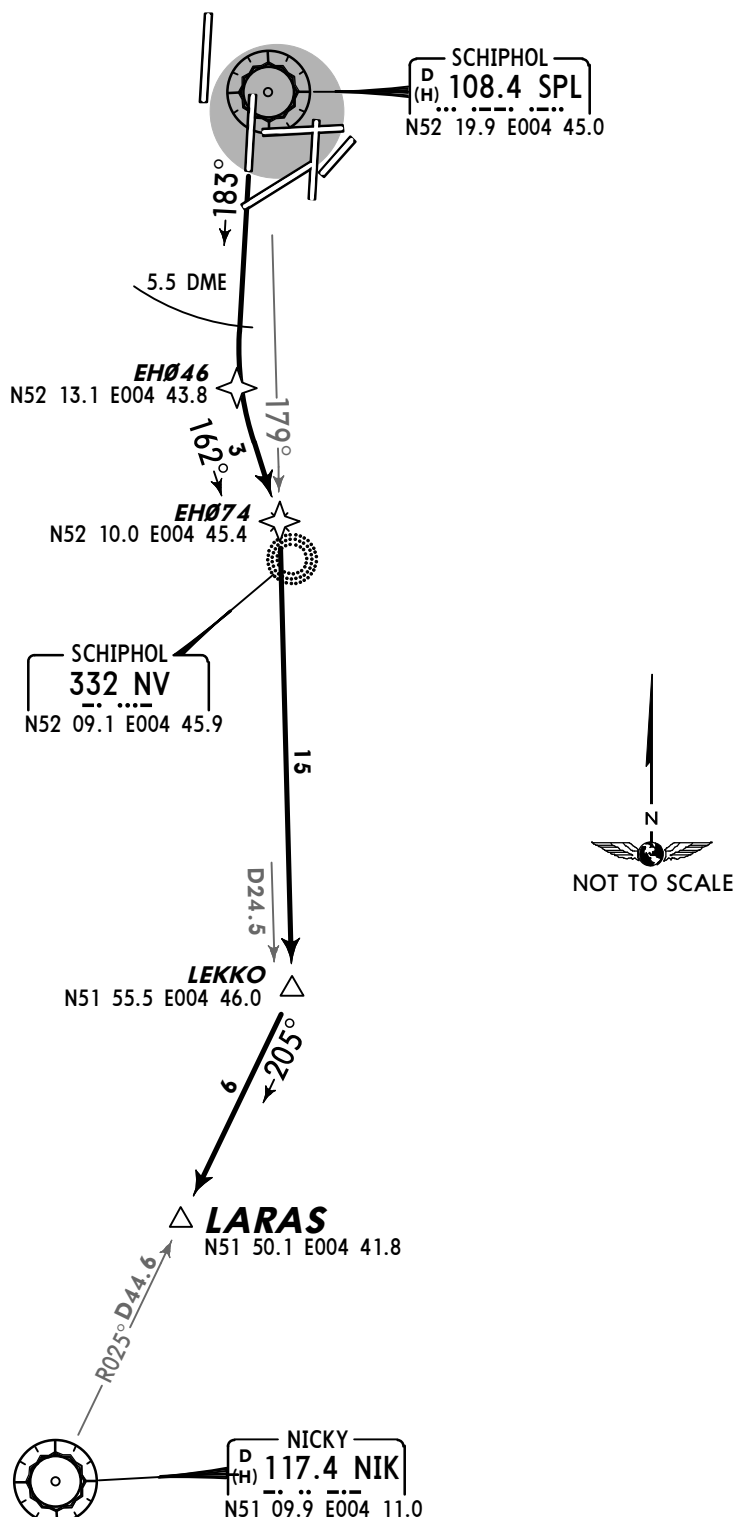
RNAV: THR 36C - (500') - EH033 - EH081 - EH082 - PAM - IVLUT - RENDI - EDUPO.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

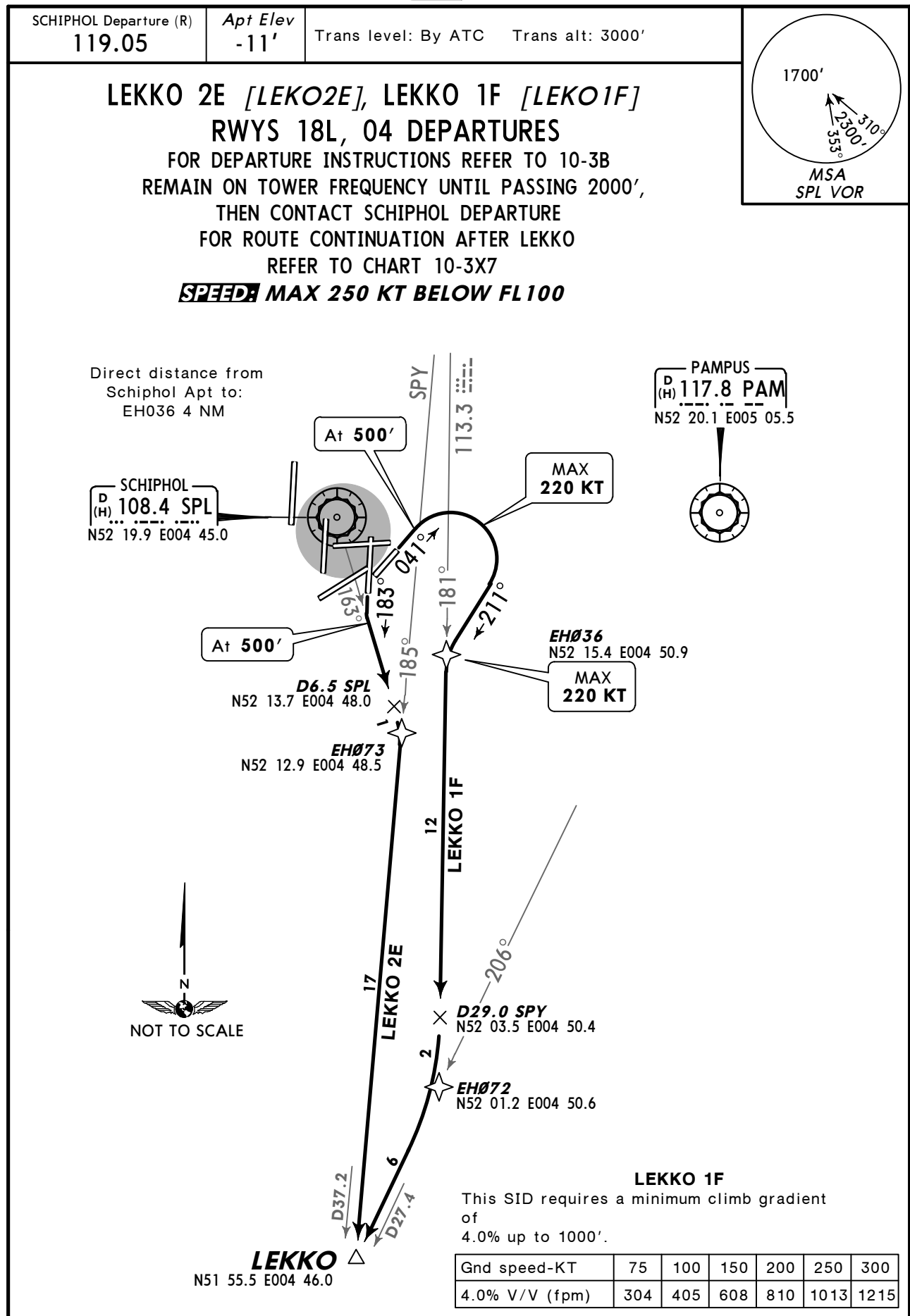
**LARAS 1X [LARA1X]
RWY 18C DEPARTURE**

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER LARAS REFER TO CHART 10-3X7
~~SPEED~~ MAX 250 KT BELOW FL100

Initial climb clearance **FL60****ROUTING**

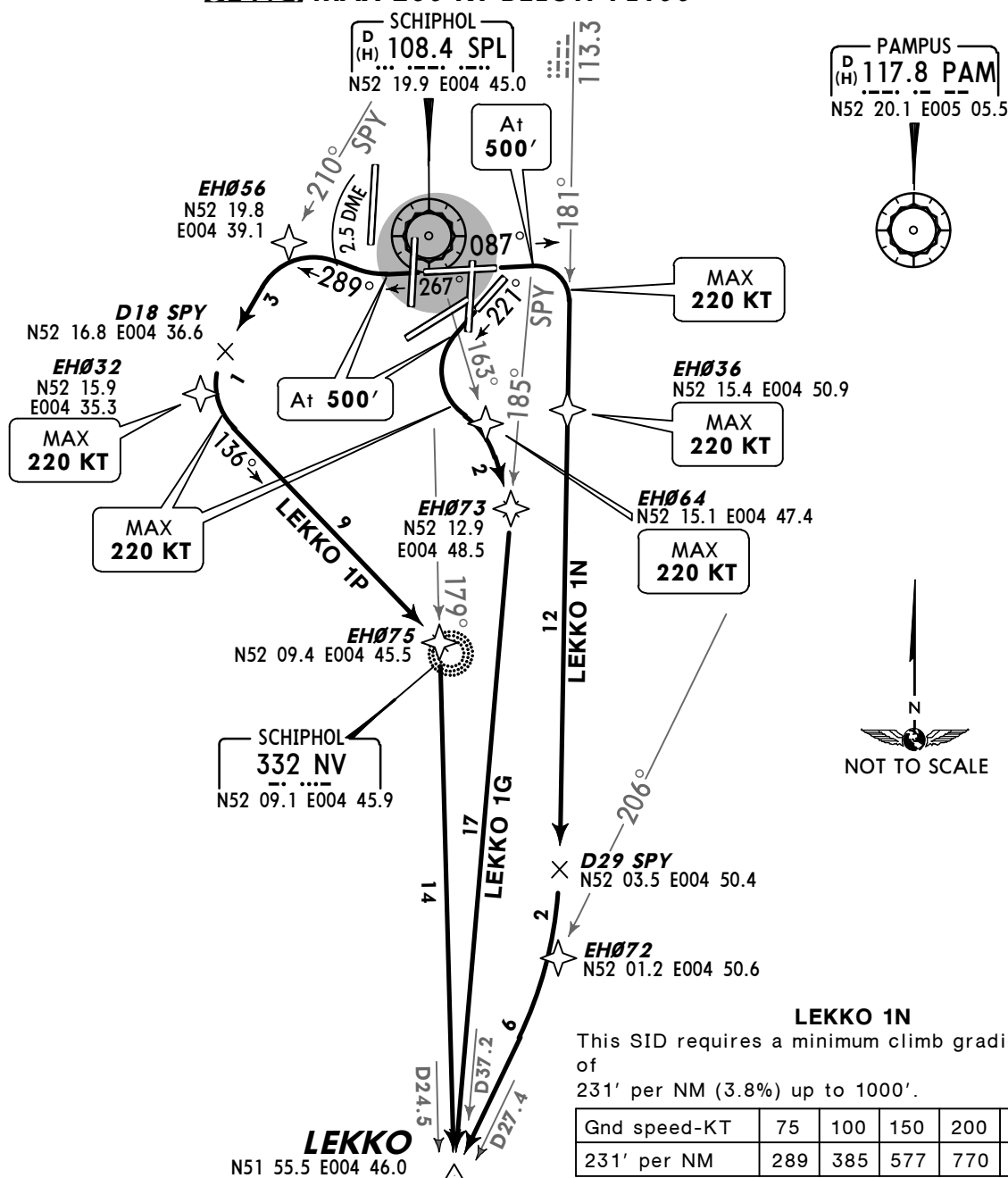
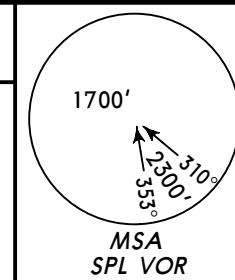
183° track, at SPL 5.5 DME turn LEFT, intercept 162° bearing towards NV, intercept SPL R-179 to LEKKO, intercept NIK R-025 inbound to LARAS.

RNAV: THR 18C - EH046 - EH074 - LEKKO - LARAS.



SCHIPHOL Departure (R) 119.05	Apt Elev -11'	Trans level: By ATC Trans alt: 3000'
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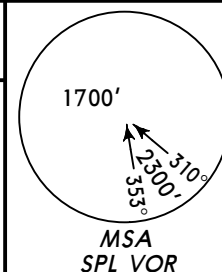
LEKKO 1G [LEKO1G], LEKKO 1N [LEKO1N]
LEKKO 1P [LEKO1P]
RWYS 22, 09, 27 DEPARTURES
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER LEKKO REFER TO CHART 10-3X7
~~SPEED~~ MAX 250 KT BELOW FL100



Initial climb clearance FL60		
SID	RWY	ROUTING
LEKKO 1G	22	Climb on 221° track, at 500' turn LEFT, intercept SPL R-163, intercept SPY R-185 to LEKKO. RNAV: THR 22 - (500') - EH064 (K220-) - EH073 - LEKKO.
LEKKO 1N	09	Climb on 087° track, at 500' turn RIGHT, intercept SPY R-181, at D29 SPY turn RIGHT, intercept PAM R-206 to LEKKO. RNAV: THR 09 - (500') - EH036 (K220-) - EH072 - LEKKO.
LEKKO 1P	27	Climb on 267° track, at 500' turn RIGHT, 289° track, at SPL 2.5 DME turn LEFT, intercept SPY R-210, at D18 SPY turn LEFT, intercept 136° bearing towards NV, intercept SPL R-179 to LEKKO. RNAV: THR 27 - (500') - EH056 - EH032 (K220-) - EH075 - LEKKO.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

LEKKO 1R [LEKO1R], LEKKO 1S [LEKO1S]
LEKKO 1T [LEKO1T]

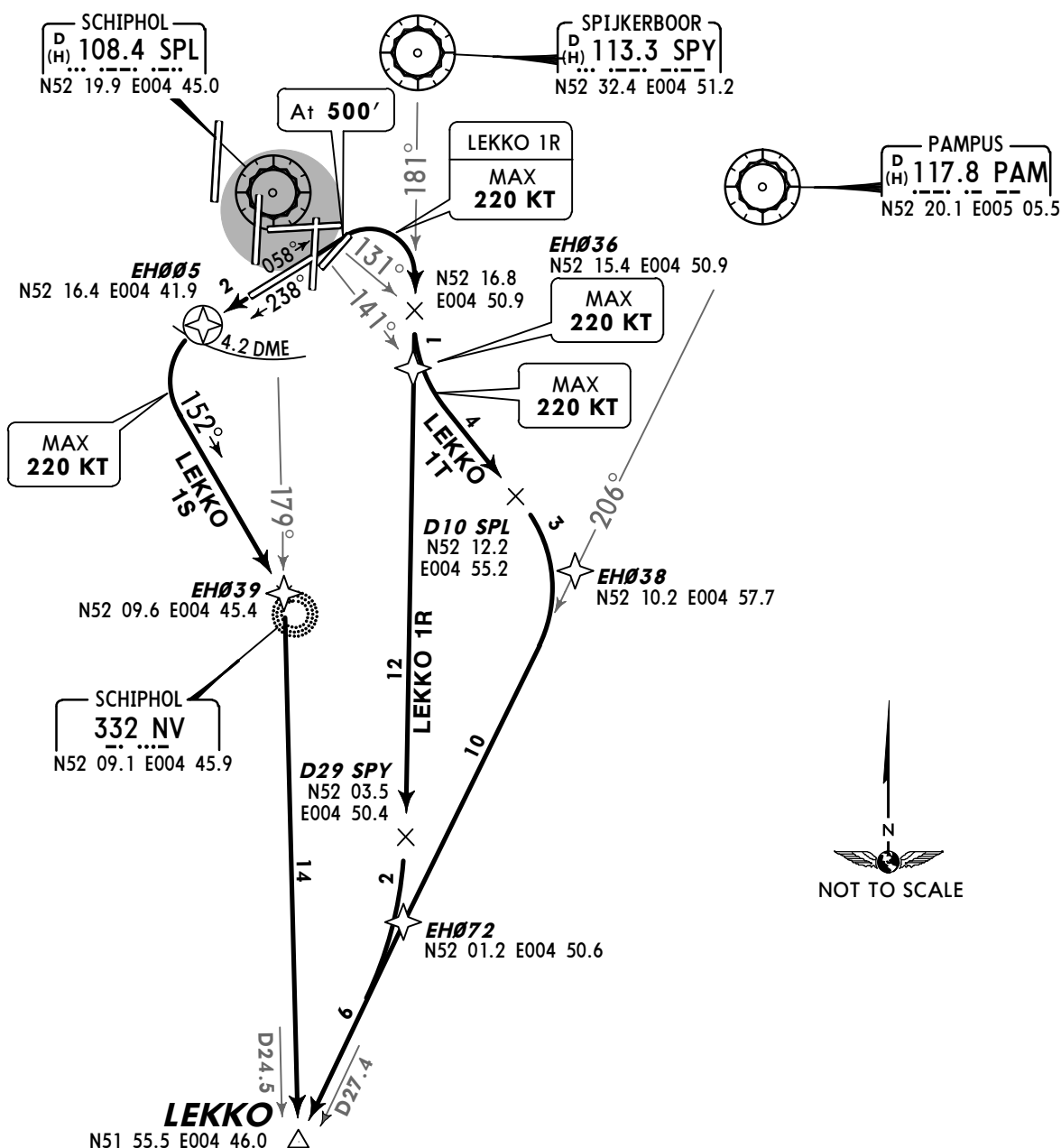
RWYS 06, 24 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B

REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',

THEN CONTACT SCHIPHOL DEPARTURE

FOR ROUTE CONTINUATION AFTER LEKKO REFER TO CHART 10-3X7

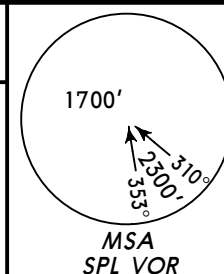
~~SPEED~~ MAX 250 KT BELOW FL100Initial climb clearance **FL60**

SID	RWY	ROUTING
LEKKO 1R ①	06	Climb on 058° track, at 500' turn RIGHT, intercept SPY R-181, at D29 SPY turn RIGHT, intercept PAM R-206 to LEKKO. RNAV: THR 06 - (500') - EH036 (K220-) - EH072 - LEKKO.
LEKKO 1S	24	238° track, at SPL 4.2 DME turn LEFT, intercept 152° bearing towards NV, intercept SPL R-179 to LEKKO. RNAV: THR 24 - EH005 - EH039 - LEKKO.
LEKKO 1T ②	06	Climb on 058° track, at 500' turn RIGHT, 181° track, at SPL R-131 turn LEFT, intercept SPL R-141, at D10 SPL turn RIGHT, intercept PAM R-206 to LEKKO. RNAV: THR 06 - (500') - EH036 (K220-) - EH038 - LEKKO.

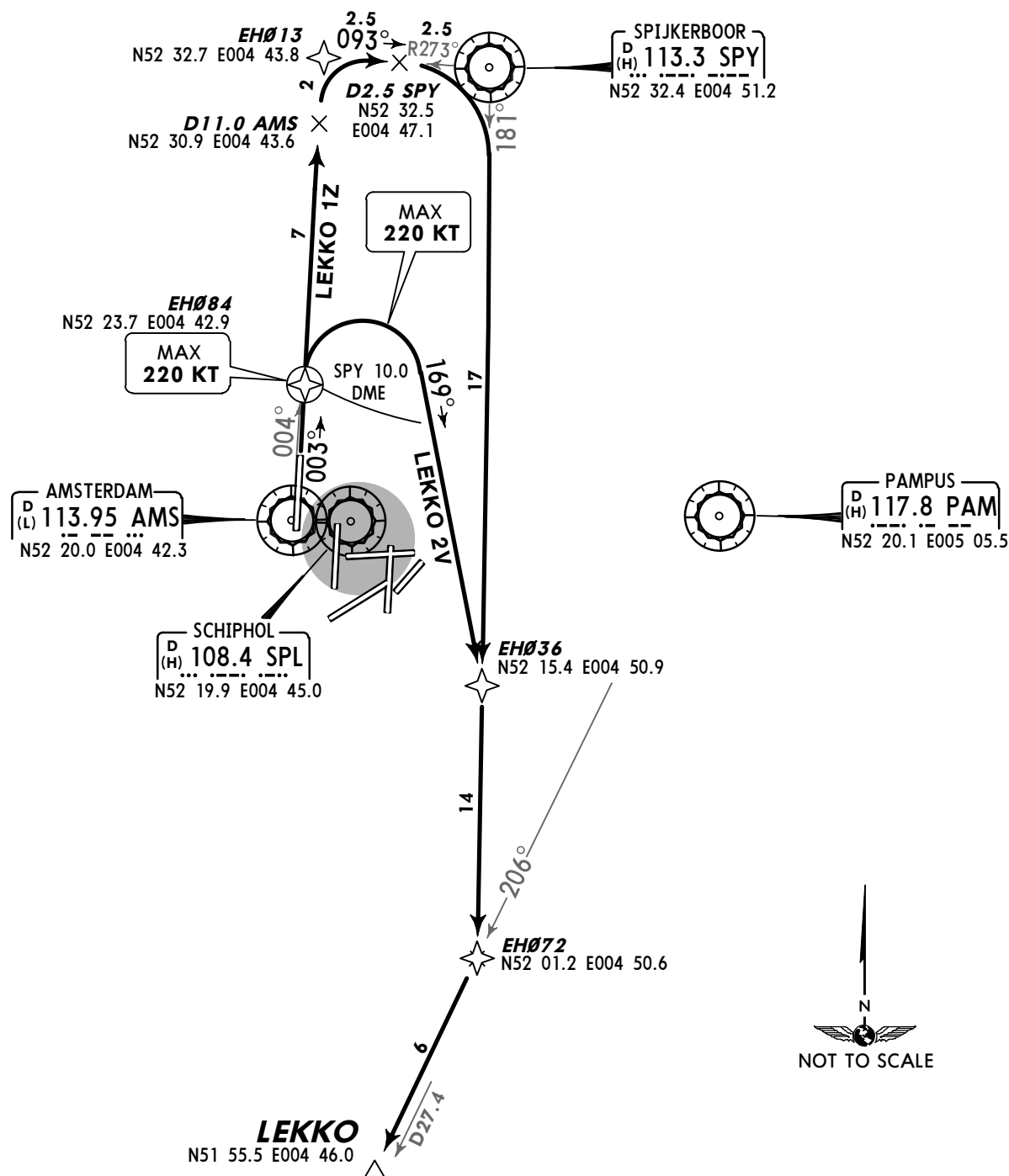
① Jet aircraft only between 0630-2300LT. ② Only jet aircraft between 2300-0630LT.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

**LEKKO 2V [LEKO2V], LEKKO 1Z [LEKO1Z]
RWY 36L DEPARTURES**

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER LEKKO REFER TO CHART 10-3X7
~~SPEED~~ MAX 250 KT BELOW FL100

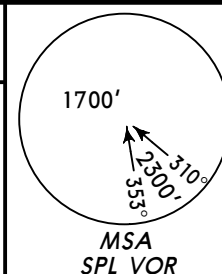
Initial climb clearance **FL60**

SID	ROUTING
LEKKO 2V ①	003° track, at SPY 10.0 DME turn RIGHT, 169° track, intercept SPY R-181, intercept PAM R-206 to LEKKO. RNAV: THR 36L - EH084 (K220-) - EH036 - EH072 - LEKKO.
LEKKO 1Z ②	003° track, intercept AMS R-004, at D11.0 AMS turn RIGHT, intercept SPY R-273 inbound, at D2.5 SPY turn RIGHT, intercept SPY R-181, intercept PAM R-206 to LEKKO. RNAV: THR 36L - EH013 - SPY - EH072 - LEKKO.

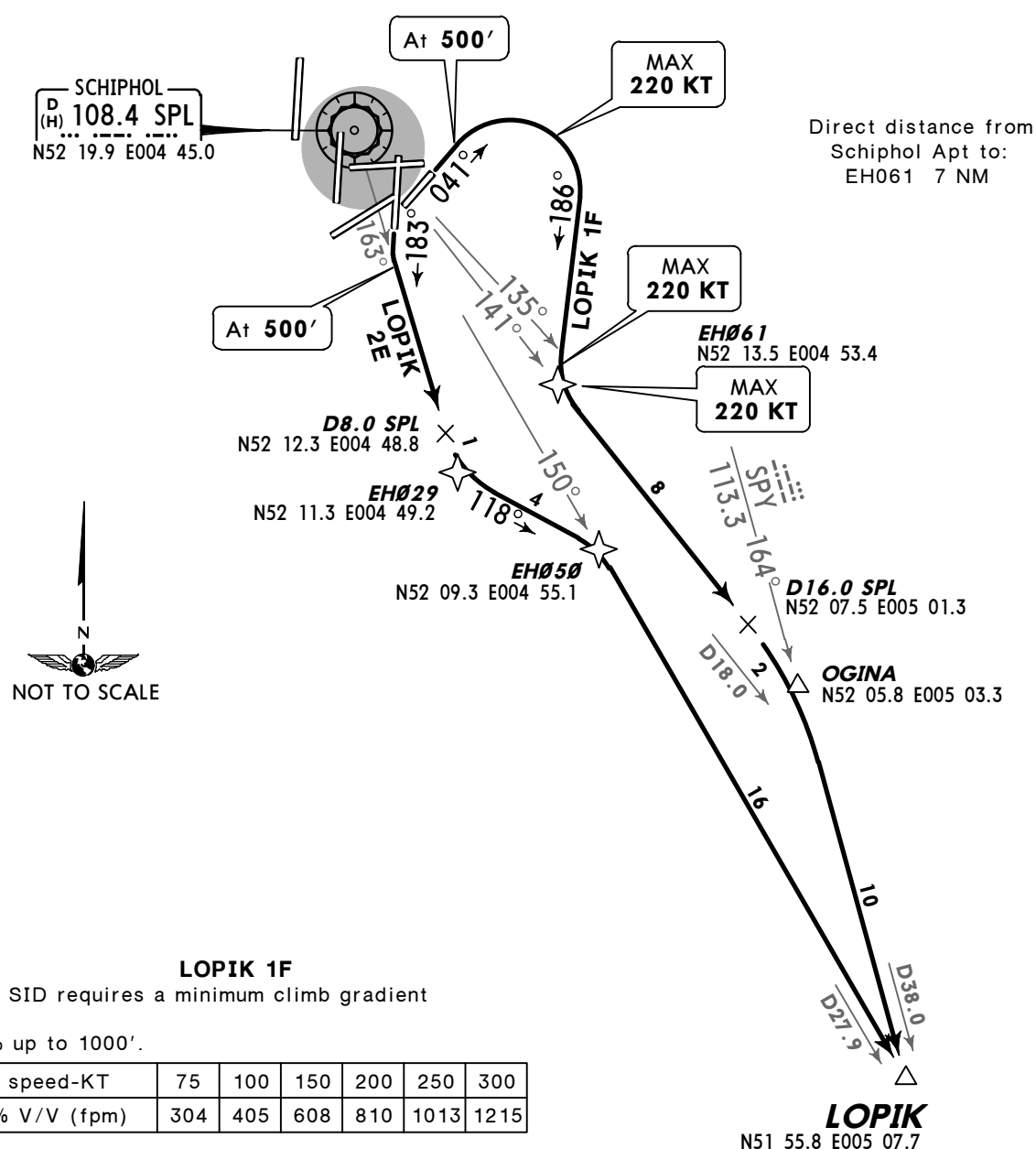
① Jet aircraft only between 0630-2300LT.

② Only jet aircraft between 2300-0630LT.

Trans level: By ATC Trans alt: 3000'



SPEED: MAX 250 KT BELOW FL100



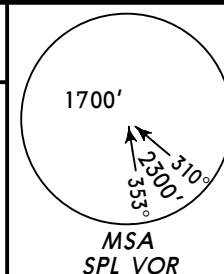
This SID requires a minimum climb gradient of 4.0% up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

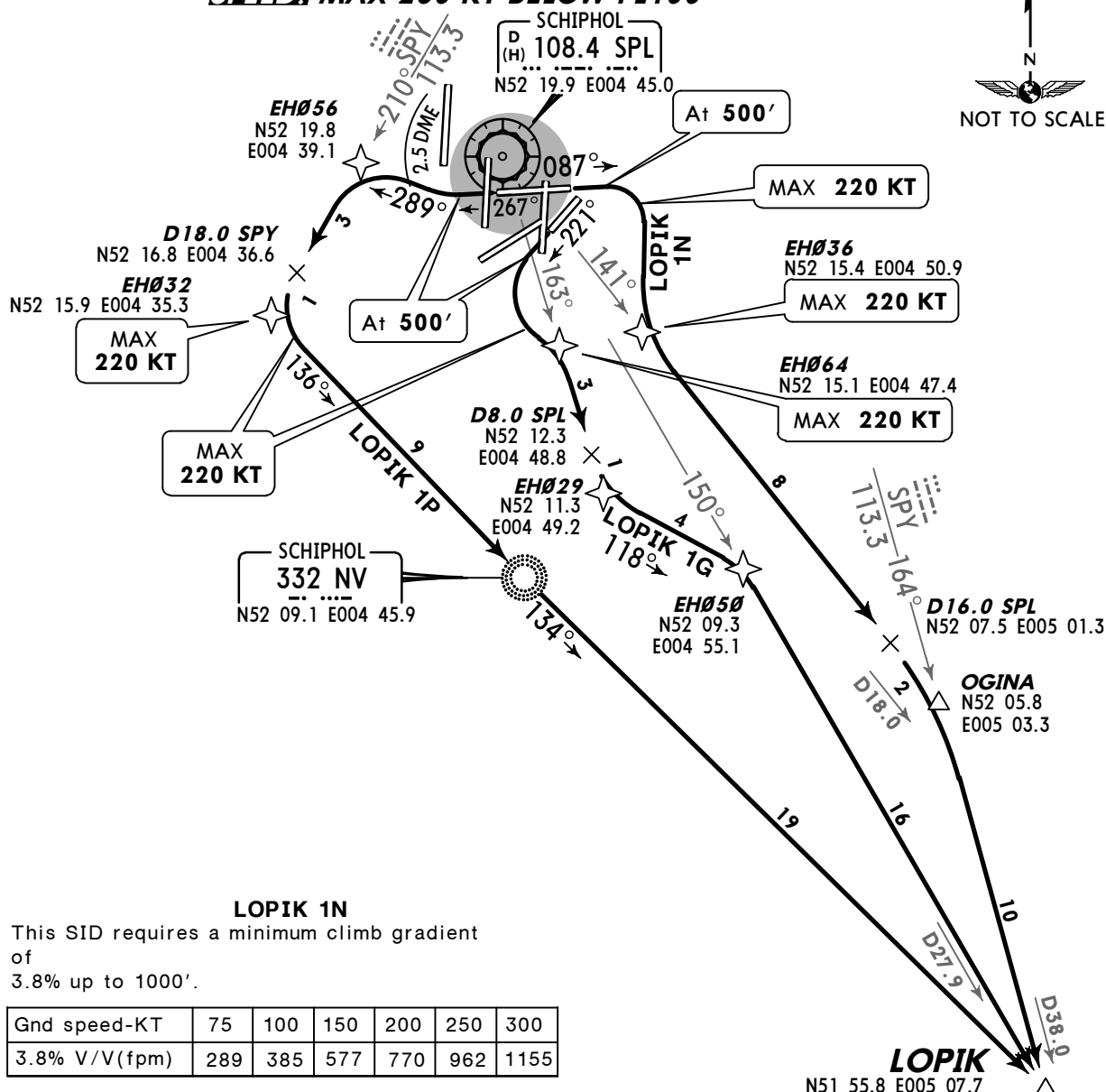
Initial climb clearance **FL60**

SID	RWY	ROUTING
LOPIK 2E	18L	Climb on 183° track, at 500' turn LEFT, intercept SPL R-163, at D8.0 SPL turn LEFT, 118° track, intercept SPL R-150 to LOPIK. RNAV: THR 18L - (500') - EH029 - EH050 - LOPIK
LOPIK 1F	04	Climb on 041° track, at 500' turn RIGHT, 186° track, at SPL R-135 turn LEFT, intercept SPL R-141, at D16.0 SPL turn RIGHT, intercept SPY R-164 to LOPIK. RNAV: THR 04 - (500') - EH061 (K220-) - OGINA - LOPIK

Trans level: Bv ATC Trans alt: 3000'

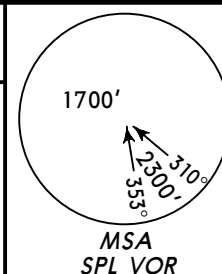


SPEED: MAX 250 KT BELOW FL100



SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'



LOPIK 1R [LOPI1R], LOPIK 1S [LOPI1S]

RWYS 06, 24 DEPARTURES

FOR TRAFFIC VIA AIRWAY UN-852

FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V-33 AND

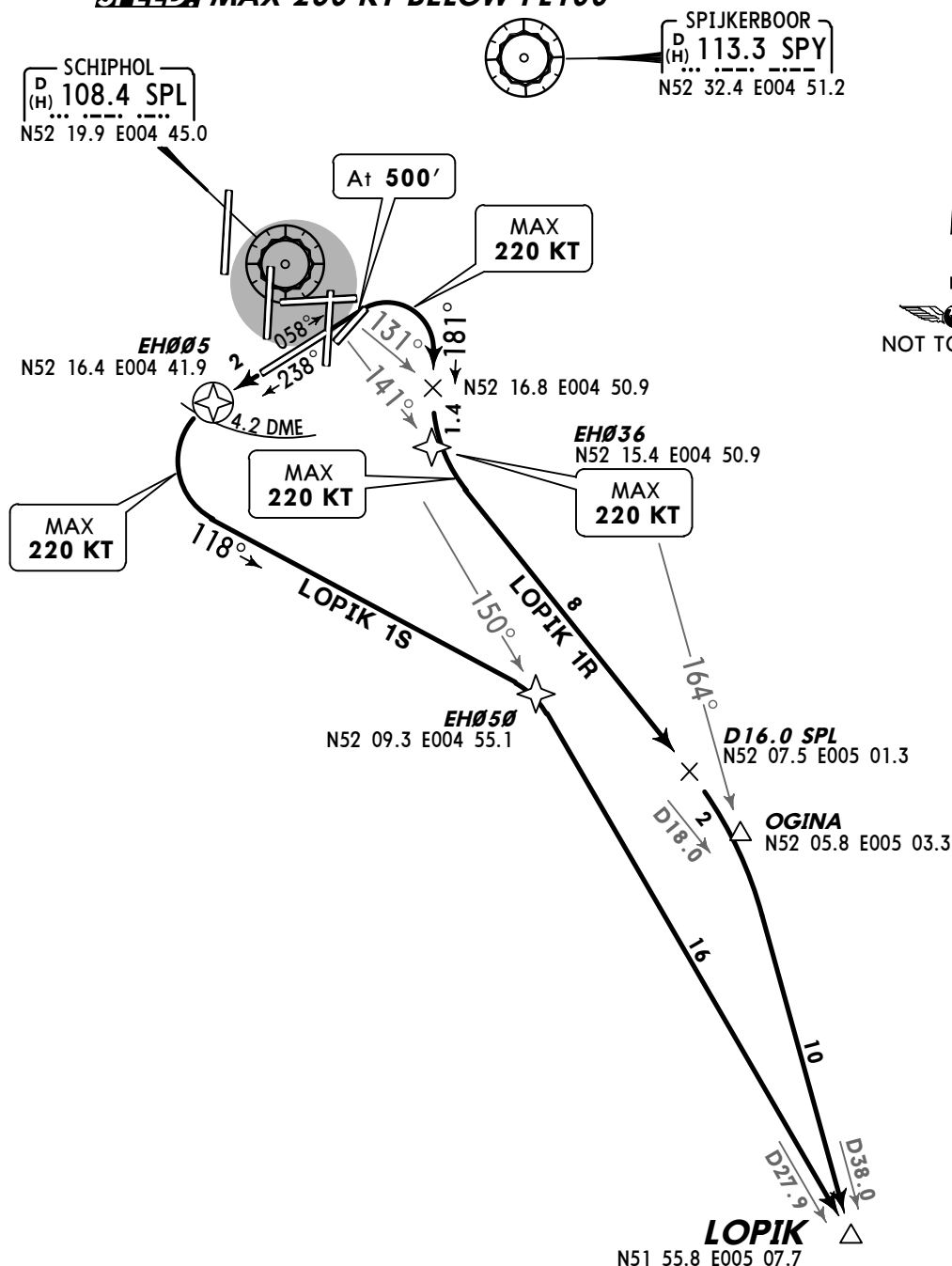
FOR TRAFFIC WITH DESTINATION EHBD & EHEH

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B

REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',

THEN CONTACT SCHIPHOL DEPARTURE

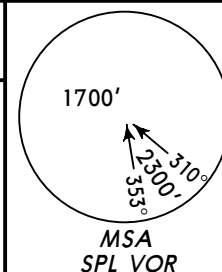
FOR ROUTE CONTINUATION AFTER LOPIK REFER TO CHART 10-3X8

~~SPEED~~ MAX 250 KT BELOW FL100Initial climb clearance **FL60**

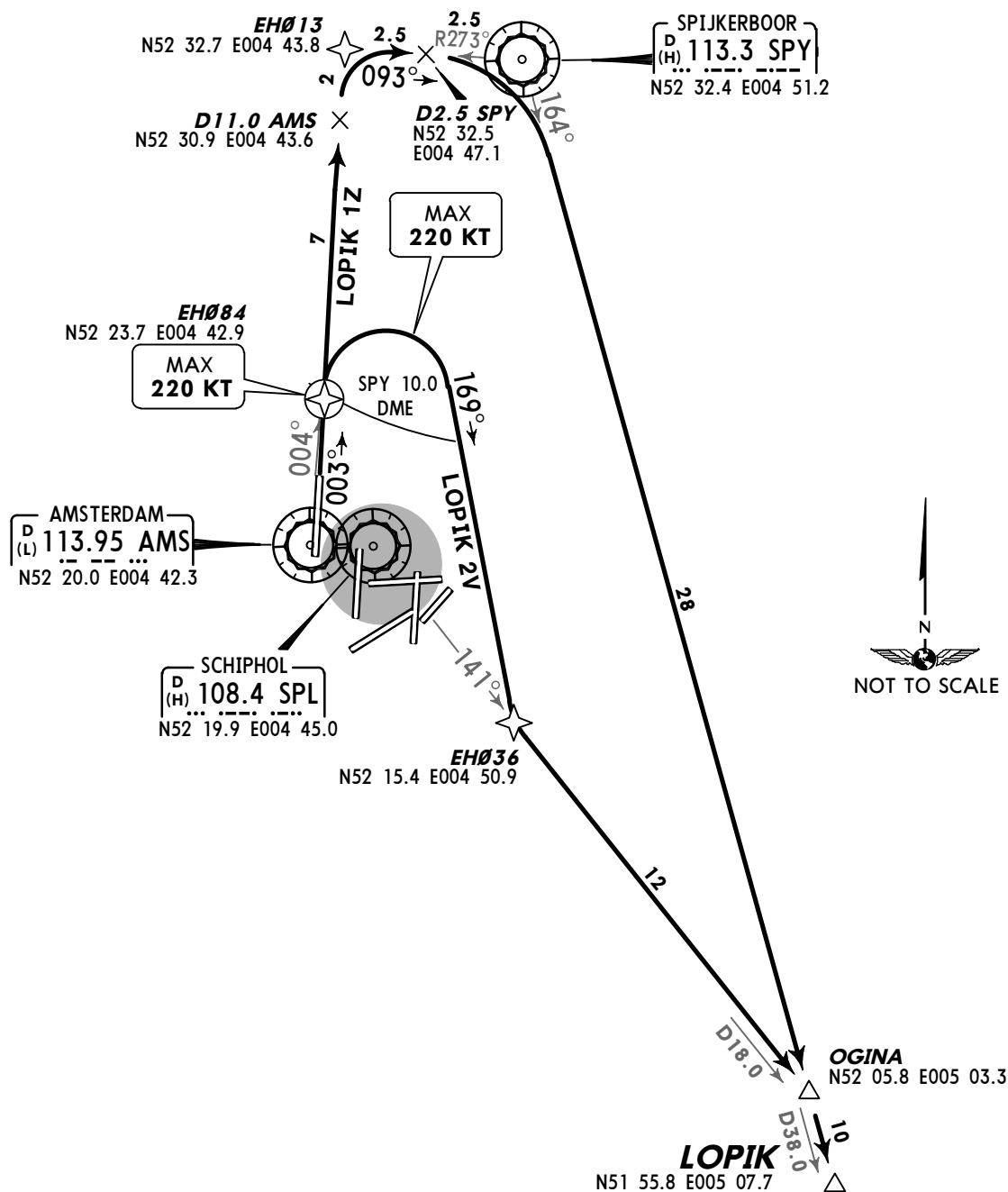
SID	RWY	ROUTING
LOPIK 1R	06	Climb on 058° track, at 500' turn RIGHT, 181° track, at SPL R-131 turn LEFT, intercept SPL R-141, at D16.0 SPL turn RIGHT, intercept SPY R-164 to LOPIK. RNAV: THR 06 - (500') - EH036 (K220-) - OGINA - LOPIK.
LOPIK 1S	24	238° track, at SPL 4.2 DME turn LEFT, 118° track, intercept SPL R-150 to LOPIK. RNAV: THR 24 - EH005 - EH050 - LOPIK.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'



LOPIK 2V [LOPI2V], LOPIK 1Z [LOPI1Z]
RWY 36L DEPARTURES
FOR TRAFFIC VIA AIRWAY UN-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V-33 AND
FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER LOPIK REFER TO CHART 10-3X8
~~SPEED~~ MAX 250 KT BELOW FL100

Initial climb clearance **FL60**

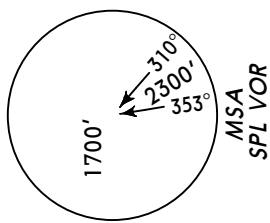
SID	ROUTING
LOPIK 2V ①	003° track, at SPY 10.0 DME turn RIGHT, 169° track, intercept SPL R-141, intercept SPY R-164 to LOPIK. RNAV: THR 36L - EH084 (K220-) - EH036 - OGINA - LOPIK.
LOPIK 1Z ②	003° track, intercept AMS R-004, at D11.0 AMS turn RIGHT, intercept SPY R-273 inbound, at D2.5 SPY turn RIGHT, intercept SPY R-164 to LOPIK. RNAV: THR 36L - EH013 - SPY - LOPIK.

① Jet aircraft only between 0630-2300LT.

② Only jet aircraft between 2300-0630LT.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

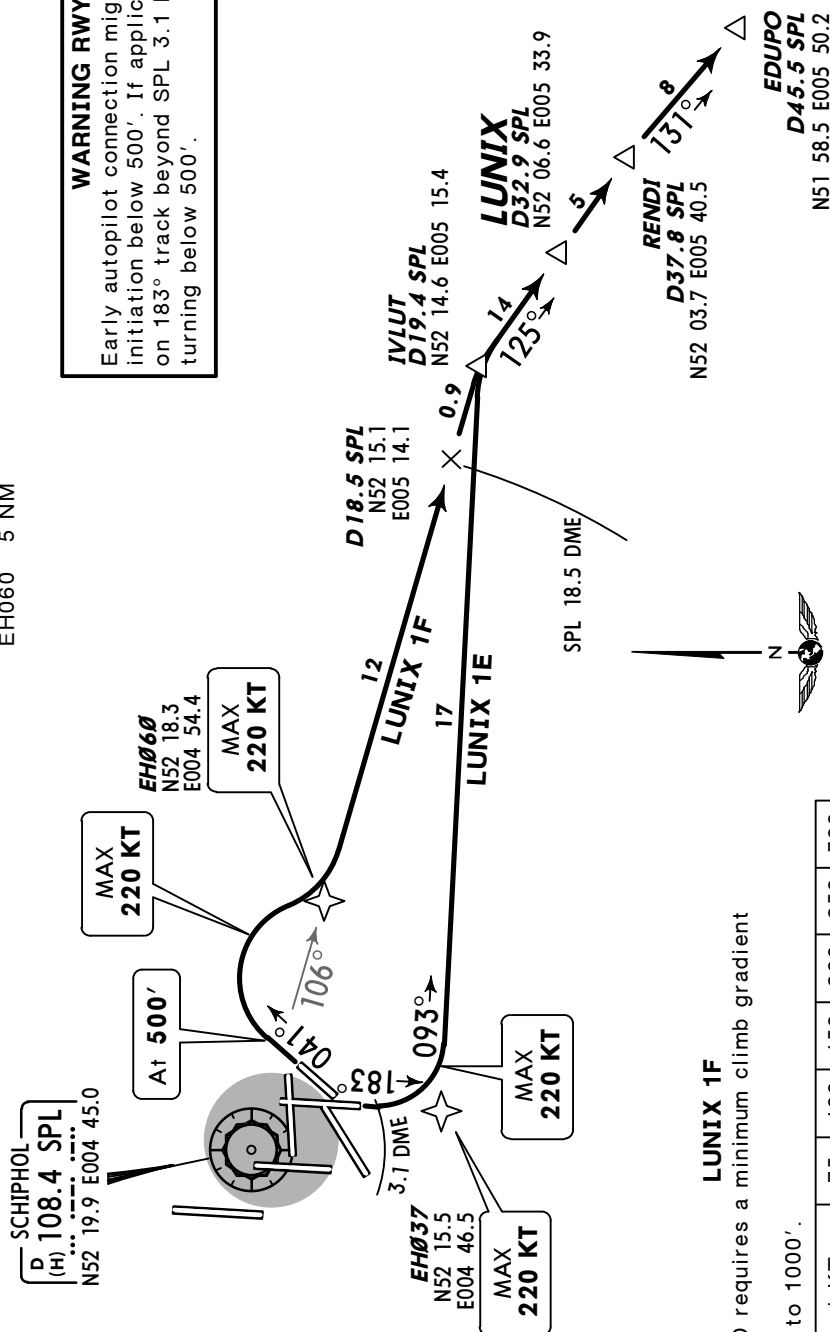
**LUNIX 1E [LUNI1E], LUNIX 1F [LUNI1F]**
RWYS 18L, 04 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER EDUPO
REFER TO CHART 10-3X6

~~SPEED~~ MAX 250 KT BELOW FL100**WARNING RWY 18L**

Early autopilot connection might result in turn initiation below 500'. If applicable, continue on 183° track beyond SPL 3.1 DME to prevent turning below 500'.

Direct distance from
Schiphol Apt to:
EH060 5 NM

**LUNIX 1F**

This SID requires a minimum climb gradient
of
4.0% up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

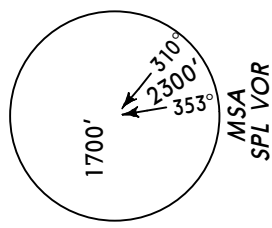
Initial climb clearance FL60**ROUTING**

LUNIX 1E 183° track, at SPL 3.1 DME turn LEFT, 093° track towards IVLUT, at SPL 18.5 DME turn RIGHT, 125° track to LUNIX, then to RENDI, 131° track to EDUPO.
RNAV: THR 18L - EH037 (K220-) - IVLUT - LUNIX - RENDI - EDUPO.

LUNIX 1F Climb on 041° track, at 500' turn RIGHT, intercept SPL R-106 towards IVLUT, at D18.5 SPL turn RIGHT, 125° track to LUNIX, then to RENDI, 131° track to EDUPO.
RNAV: THR 04 - (500') - EH060 (K220-) - IVLUT - LUNIX - RENDI - EDUPO.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

LUNIX 1G [LUNI1G], LUNIX 1N [LUNI1N]
LUNIX 1P [LUNI1P]

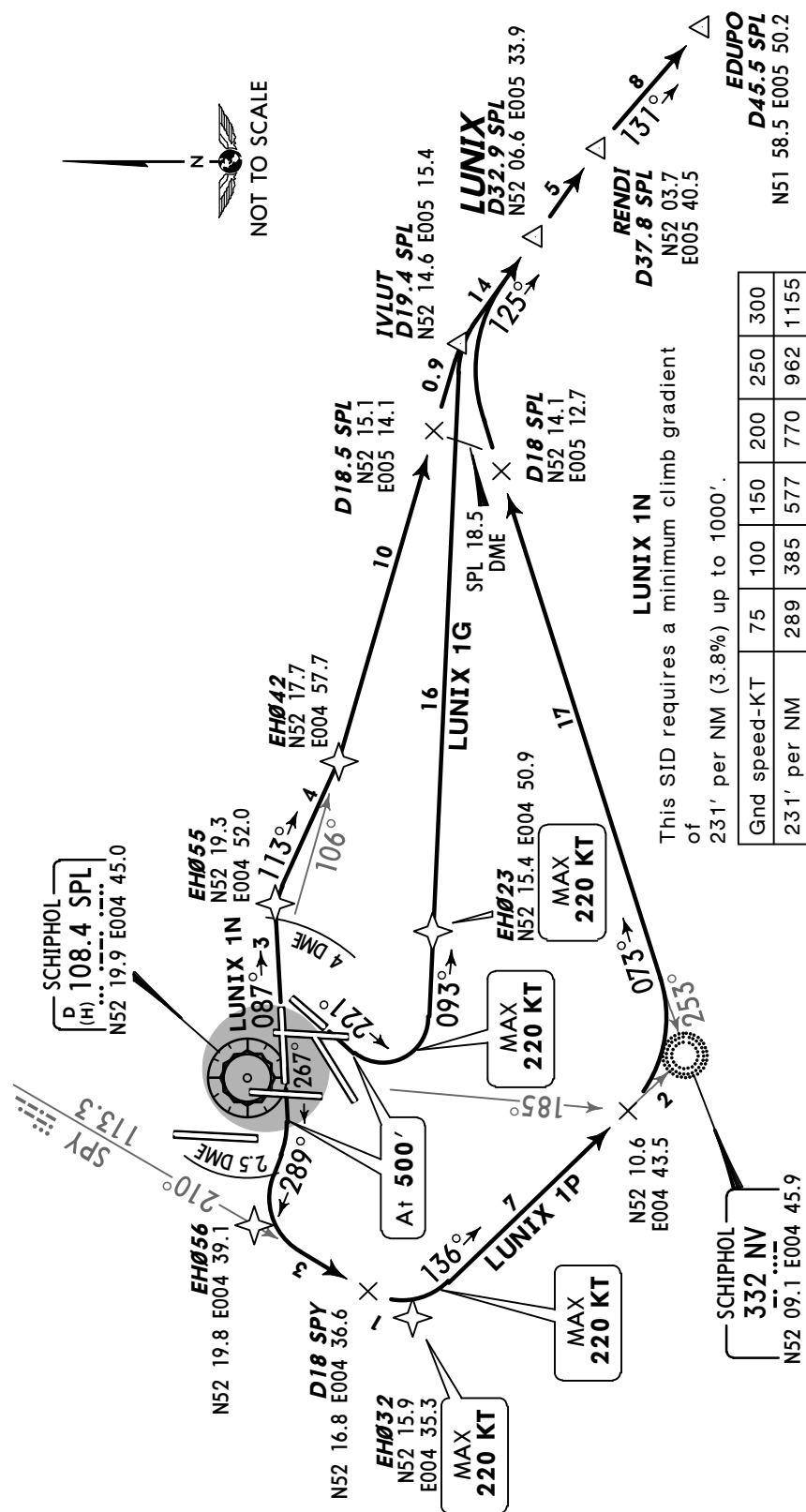
RWYS 22, 09, 27 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B

REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',

THEN CONTACT SCHIPHOL DEPARTURE

FOR ROUTE CONTINUATION AFTER EDURO REFER TO CHART 10-3X6

~~SPEEDS~~ MAX 250 KT BELOW FL100

Initial climb clearance FL60

ROUTING

SID RWY

LUNIX 1G 22

LUNIX 1N 09

LUNIX 1P 27

Climb on 221° track, at 500' turn LEFT, 093° track towards IVLUT, at SPL 18.5 DME turn RIGHT, 125° track to LUNIX, then to RENDI, 131° track to EDURO.

RNAV: THR 22 - (500') - EH023 (K220-) - IVLUT - LUNIX - RENDI - EDURO.

087° track, at SPL 4 DME turn RIGHT, 113° track, intercept SPL R-106 towards IVLUT, at D18.5 SPL turn RIGHT, 125° track to LUNIX, then to RENDI, 131° track to EDURO.

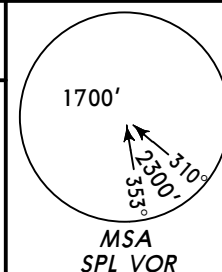
RNAV: THR 09 - EH055 - EH042 - IVLUT - LUNIX - RENDI - EDURO.

Climb on 267° track, at 500' turn RIGHT, 289° track, at SPL 2.5 DME turn LEFT, intercept SPY R-210 to D18 SPY, turn LEFT, intercept 136° bearing towards NV, at SPL R-185 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18 SPL turn RIGHT, 125° track to LUNIX, then to RENDI, 131° track to EDURO.

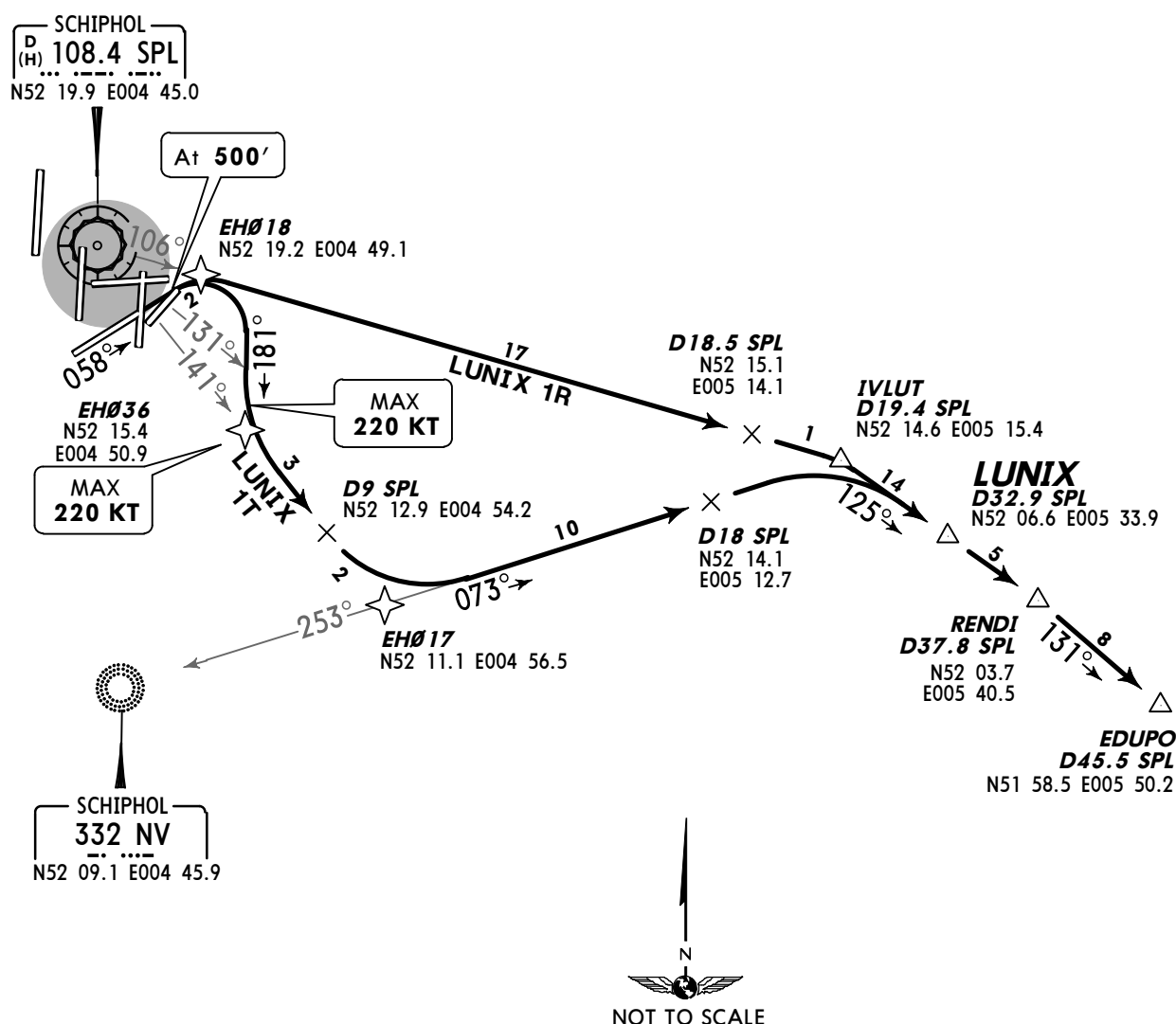
RNAV: THR 27 - (500') - EH056 - EH032 (K220-) - NV - IVLUT - LUNIX - RENDI - EDURO.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

**LUNIX 1R [LUNI1R] , LUNIX 1T [LUNI1T]
RWY 06 DEPARTURES**

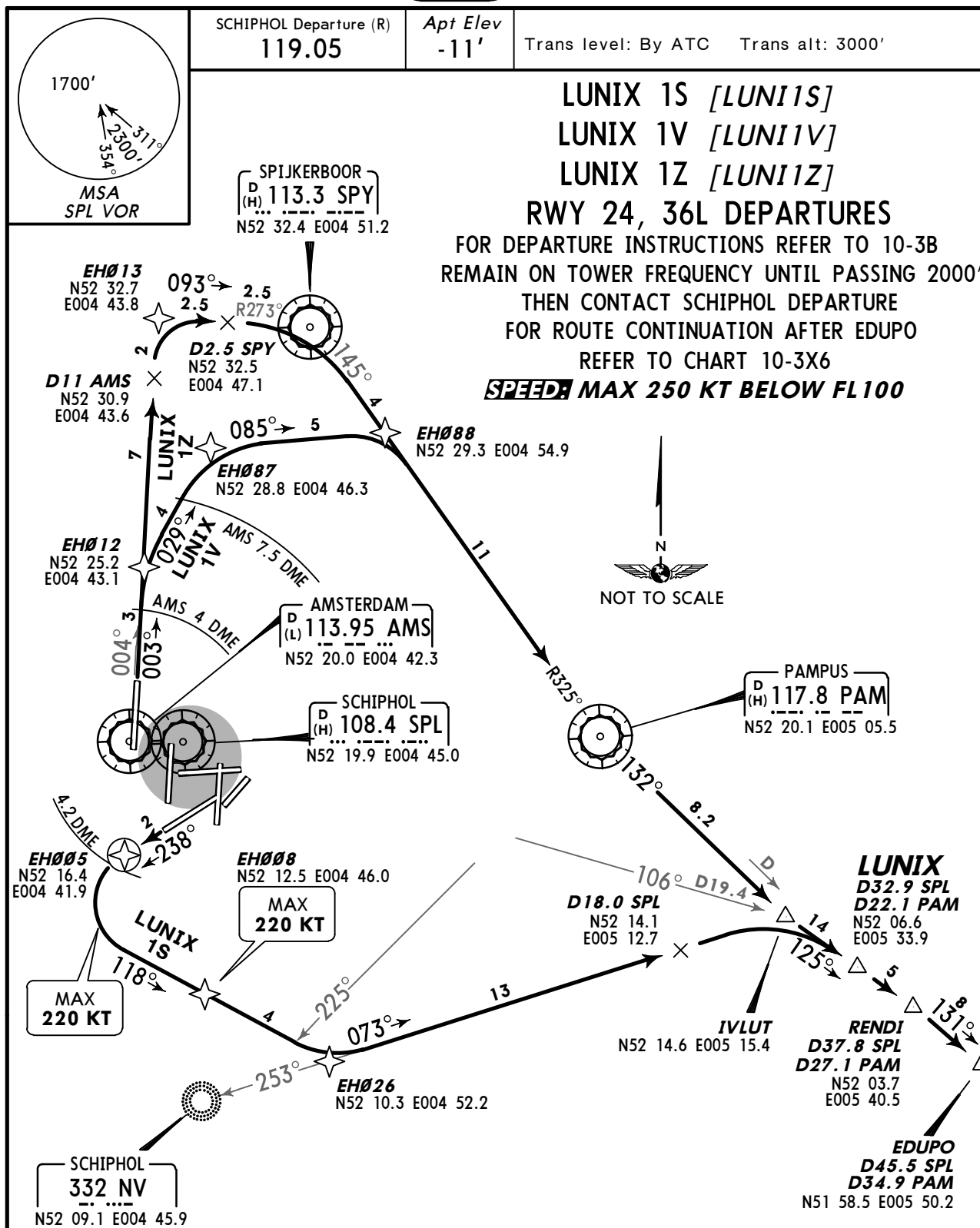
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER EDUPO
REFER TO CHART 10-3X6

~~SPEED~~ MAX 250 KT BELOW FL100Initial climb clearance **FL60**

SID	ROUTING
LUNIX 1R ①	Climb on 058° track, at 500' turn RIGHT, intercept SPL R-106 towards IVLUT, at D18.5 SPL turn RIGHT, 125° track to LUNIX, then RENDI, 131° track to EDUPO. RNAV: THR 06 - EH018 - IVLUT - LUNIX - RENDI - EDUPO.
LUNIX 1T ②	Climb on 058° track, at 500' turn RIGHT, 181° track, at SPL R-131 turn LEFT, intercept SPL R-141 to D9 SPL, turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18 SPL turn RIGHT, 125° track to LUNIX, then RENDI, 131° track to EDUPO. RNAV: THR 06 - (500') - EH036 (K220-) - EH017 - IVLUT - LUNIX - RENDI - EDUPO.

① Jet aircraft only between 0630-2300LT.

② Only jet aircraft between 2300-0630LT.

Initial climb clearance **FL60**

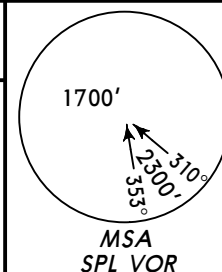
SID	RWY	ROUTING
LUNIX 1S	24	238° track, at SPL 4.2 DME turn LEFT, 118° track, at PAM R-225 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.0 SPL turn RIGHT, 125° track to LUNIX, then to RENDI, 131° track to EDUPO. RNAV: THR 24 - EH005 - EH008 (K220-) - EH026 - IVLUT - LUNIX - RENDI - EDUPO.
LUNIX 1V ①	36L	003° track, at AMS 4 DME turn RIGHT, 029° track, at AMS 7.5 DME turn RIGHT, 085° track, intercept PAM R-325 inbound to PAM, PAM R-132 to IVLUT, 125° track to LUNIX, then to RENDI, 131° track to EDUPO. RNAV: THR 36L - EH012 - EH087 - EH088 - PAM - IVLUT - LUNIX - RENDI - EDUPO.
LUNIX 1Z ②		003° track, intercept AMS R-004, at D11 AMS turn RIGHT, intercept SPY R-273 inbound to D2.5 SPY, turn RIGHT, intercept PAM R-325 inbound to PAM, PAM R-132 to IVLUT, 125° track to LUNIX, then to RENDI, 131° track to EDUPO. RNAV: THR 36L - EH013 - SPY - PAM - IVLUT - LUNIX - RENDI - EDUPO.

① Jet aircraft only between 0630-2300LT.

② Only jet aircraft between 2300-0630LT.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

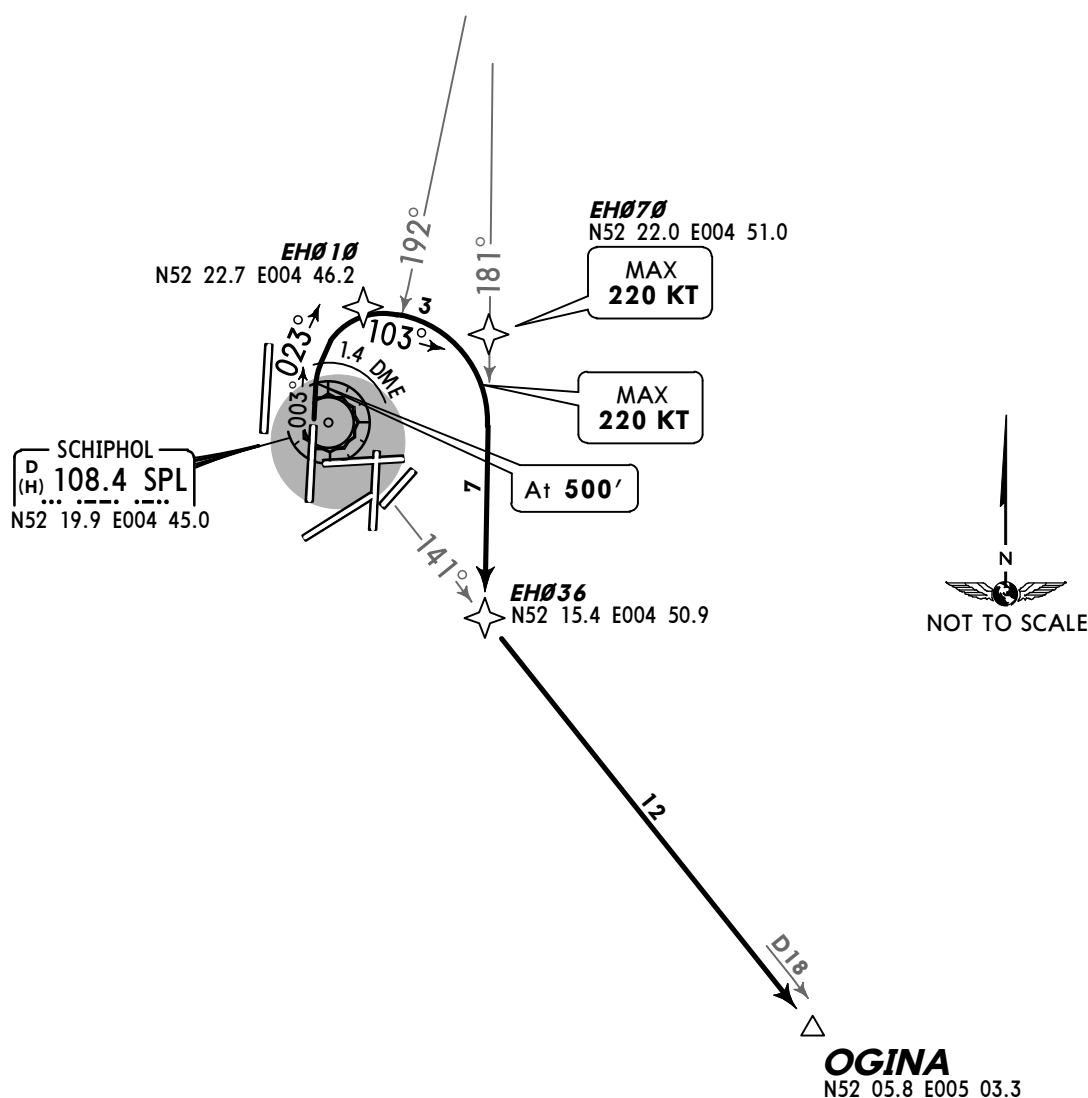
Trans level: By ATC Trans alt: 3000'



OGINA 1W [OGIN1W]
RWY 36C DEPARTURE
FOR TRAFFIC VIA AIRWAY UN-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V-33 AND
FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER OGINA REFER TO CHART 10-3X8
~~SPEED~~ MAX 250 KT BELOW FL100



SPIJKERBOOR
D (H) 113.3 SPY
N52 32.4 E004 51.2

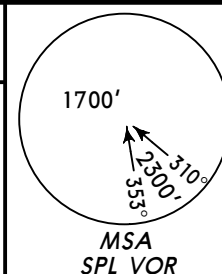
Initial climb clearance **FL60****ROUTING**

Climb on 003° track, at 500' turn RIGHT, 023° track, at SPL 1.4 DME turn RIGHT, 103° track, at SPY R-192 turn RIGHT, intercept SPY R-181, intercept SPL R-141 to OGINA.

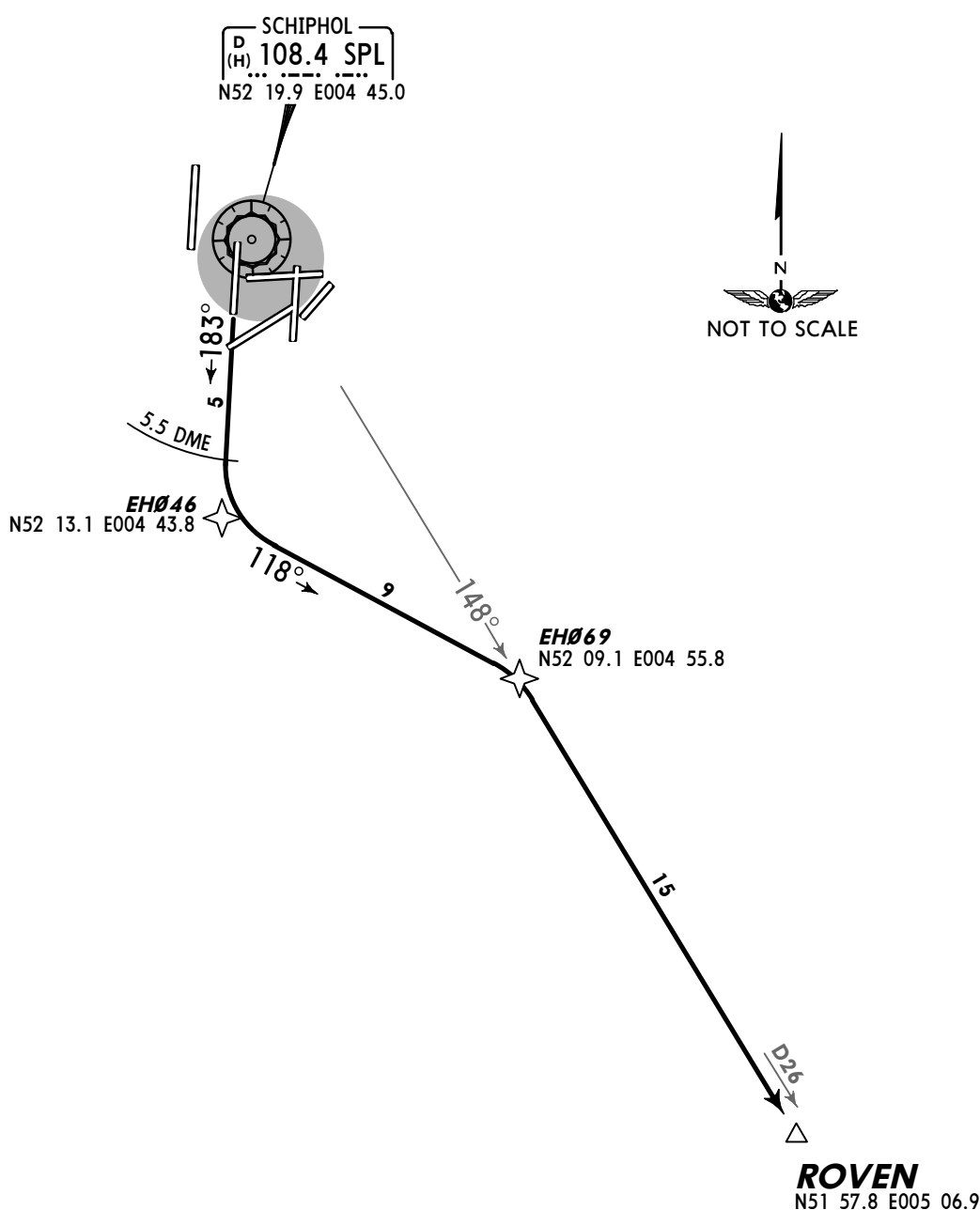
RNAV: THR 36C - (500') - EH010 - EH070 (K220-) - EH036 - OGINA.

SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'



ROVEN 1X [ROVE1X]
RWY 18C DEPARTURE
FOR TRAFFIC VIA AIRWAY UN-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V-33 AND
FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ROVEN REFER TO CHART 10-3X8
~~SPEED~~ MAX 250 KT BELOW FL100

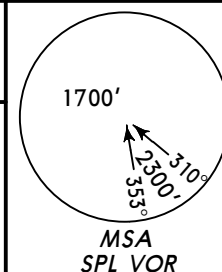
Initial climb clearance **FL60****ROUTING**

183° track, at SPL 5.5 DME turn LEFT, 118° track, intercept SPL R-148 to ROVEN.

RNAV: THR 18C - EH046 - EH069 - ROVEN.

SCHIPHOL Departure (R)
121.2Apt Elev
-11'

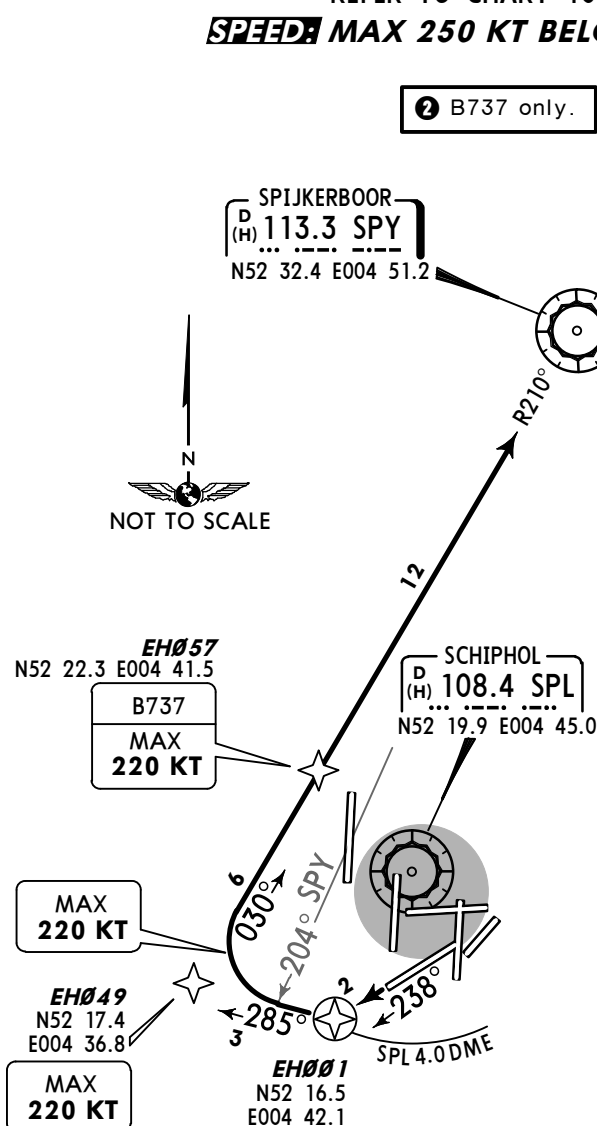
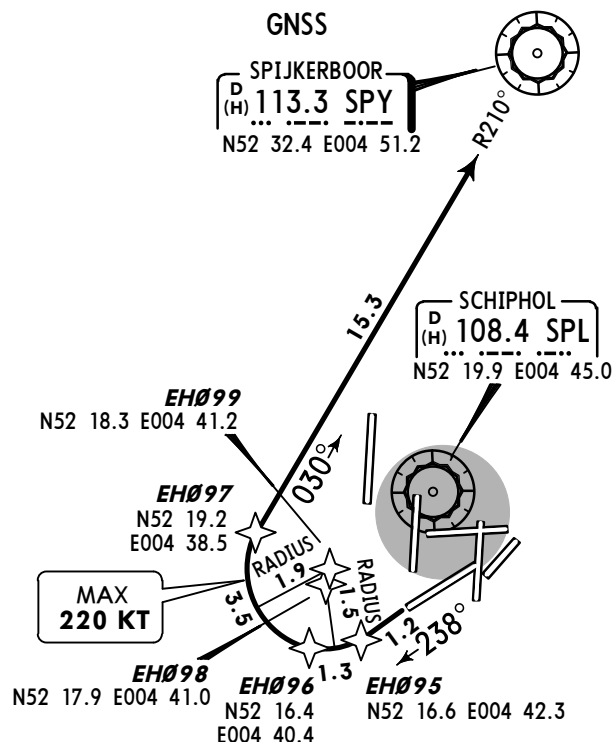
Trans level: By ATC Trans alt: 3000'

**SPIJKERBOOR 2K [SPY2K], [SPY2KY] ①****[S2K737] ②****RWY 24 DEPARTURE**

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

~~SPEED~~ MAX 250 KT BELOW FL100

② B737 only.

**① Alternate route
to enhance noise abatement
GNSS****SPY2KY**

This SID requires a minimum climb gradient
of
7.5% up to 450'.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

For the use of the alternate route with
radius to fix (RF) turn, the following
requirements are applicable:
The aircraft FMS must be capable of
processing the RF path terminator, P-RNAV
or RNAV1 operations approval, TGL-10 or
equivalent.

Initial climb clearance FL60**ROUTING**

238° track, at SPL 4.0 DME turn RIGHT, 285° track, at SPY R-204 turn RIGHT, intercept SPY
R-210 inbound to SPY, SPY R-052 to ANDIK.

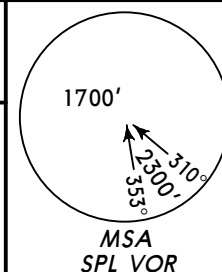
RNAV [SPY2K]: THR 24 - EH001 - EH049 (K220-) - SPY - ANDIK.

RNAV [SPY2KY] ①: THR 24 - EH095 - EH096 - EH097 (K220-) - SPY - ANDIK.

B737: THR 24 - EH001 - EH057 (K220-) - SPY - ANDIK.

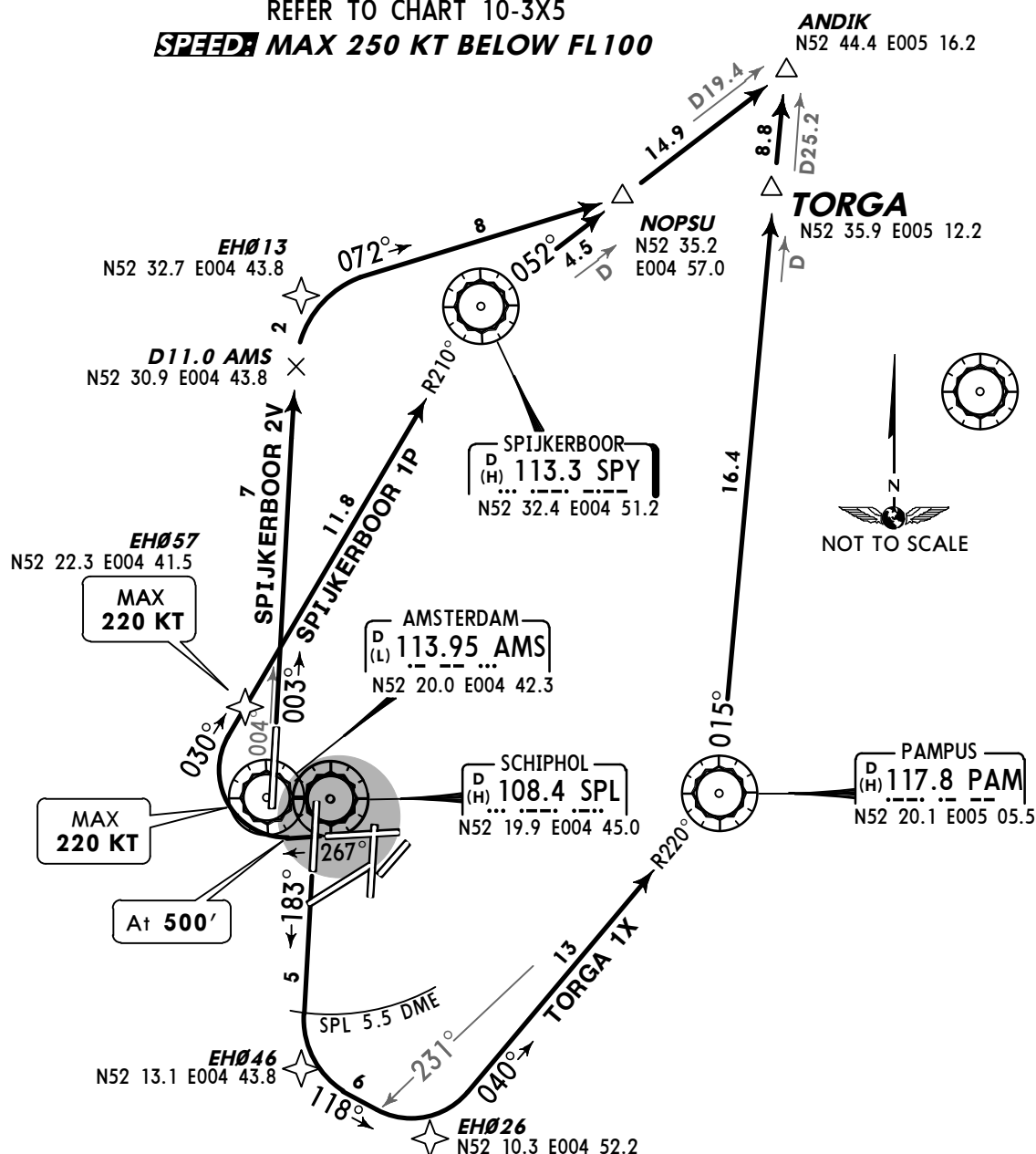
SCHIPHOL Departure (R)
(TORGA 1X) (SPY 1P, 2V)
119.05 121.2Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

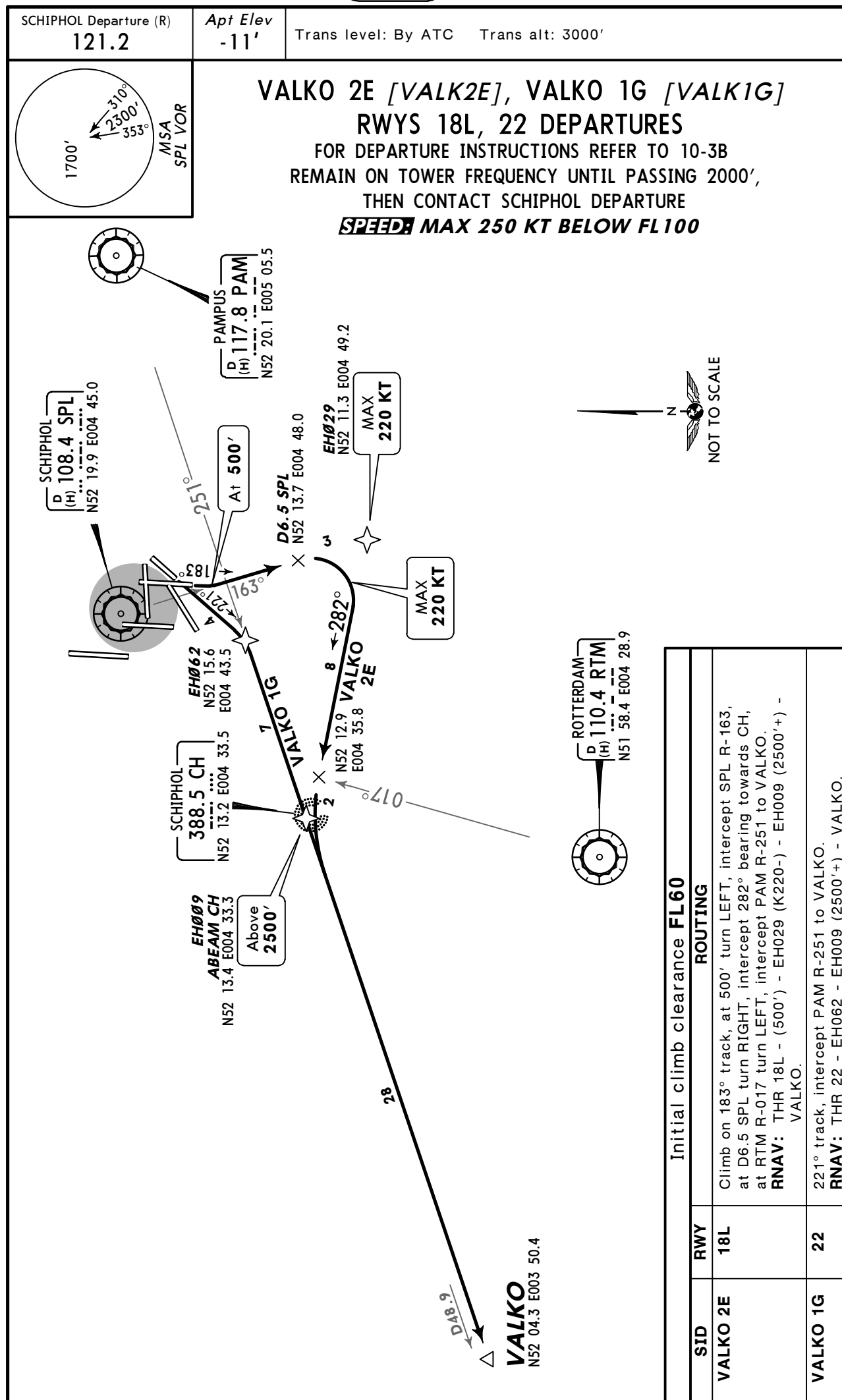
SPIJKERBOOR 1P[SPY1P], SPIJKERBOOR 2V[SPY2V]
TORGA 1X[TORG1X]

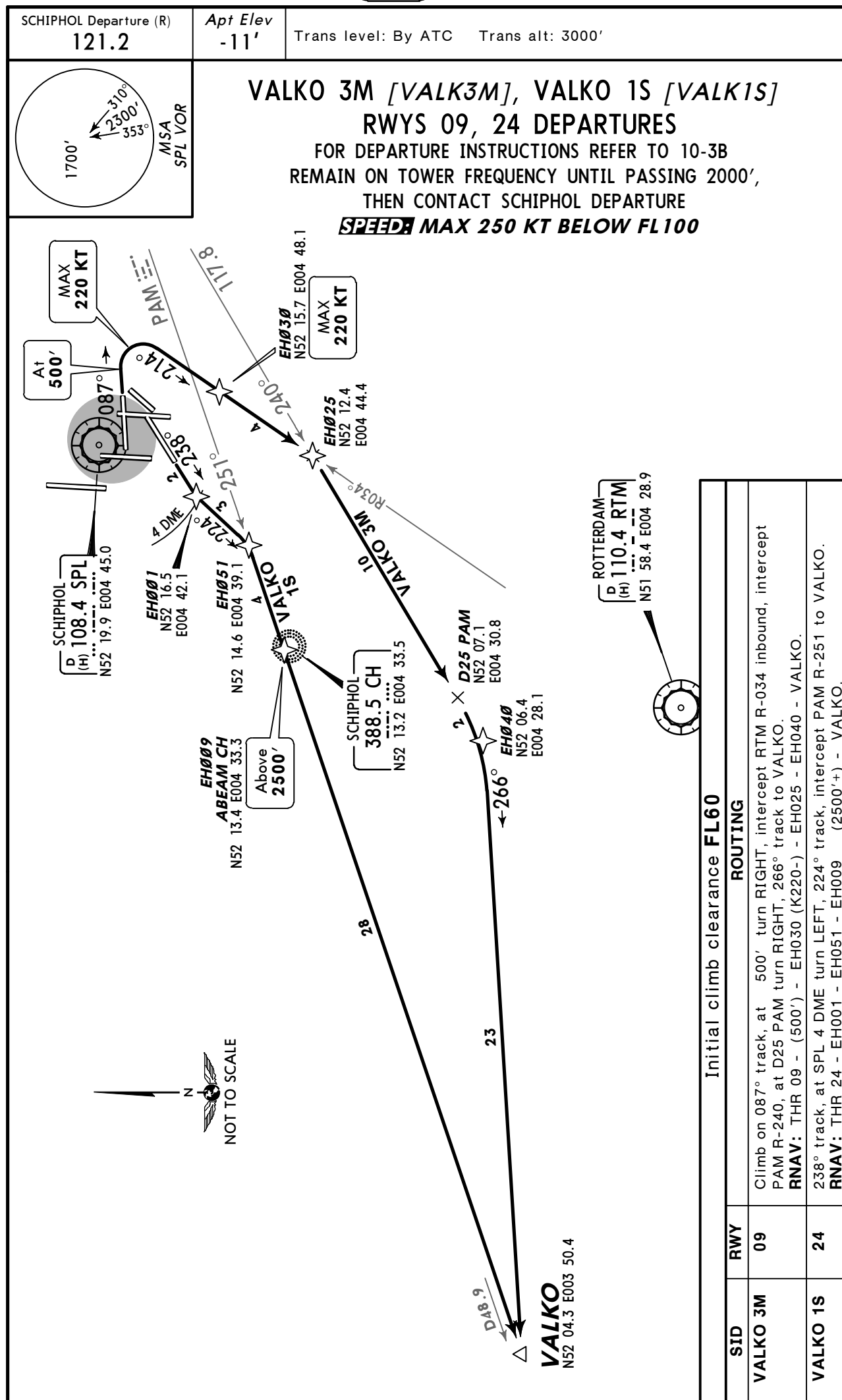
RWYS 27, 36L, 18C DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

SPEED MAX 250 KT BELOW FL100Initial climb clearance **FL60**

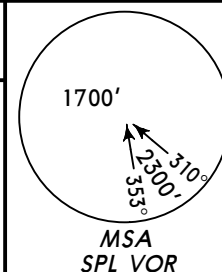
SID	RWY	ROUTING
SPIJKER- BOOR 1P	27	Climb on 267° track, at 500' turn RIGHT, intercept SPY R-210 inbound to SPY, SPY R-052 to ANDIK. RNAV: THR 27 - (500') - EH057 (K220-) - SPY - ANDIK.
SPIJKER- BOOR 2V	36L	003° track, intercept AMS R-004, at D11.0 AMS turn RIGHT, 072° track, to NOPSU, intercept SPY R-052 to ANDIK. RNAV: THR 36L - EH013 - NOPSU - ANDIK.
TORGA 1X	18C	183° track, at SPL 5.5 DME turn LEFT, 118° track, at PAM R-231 turn LEFT, intercept PAM R-220 inbound to PAM, PAM R-015 to TORGA, then to ANDIK. RNAV: THR 18C - EH046 - EH026 - PAM - TORGA - ANDIK.



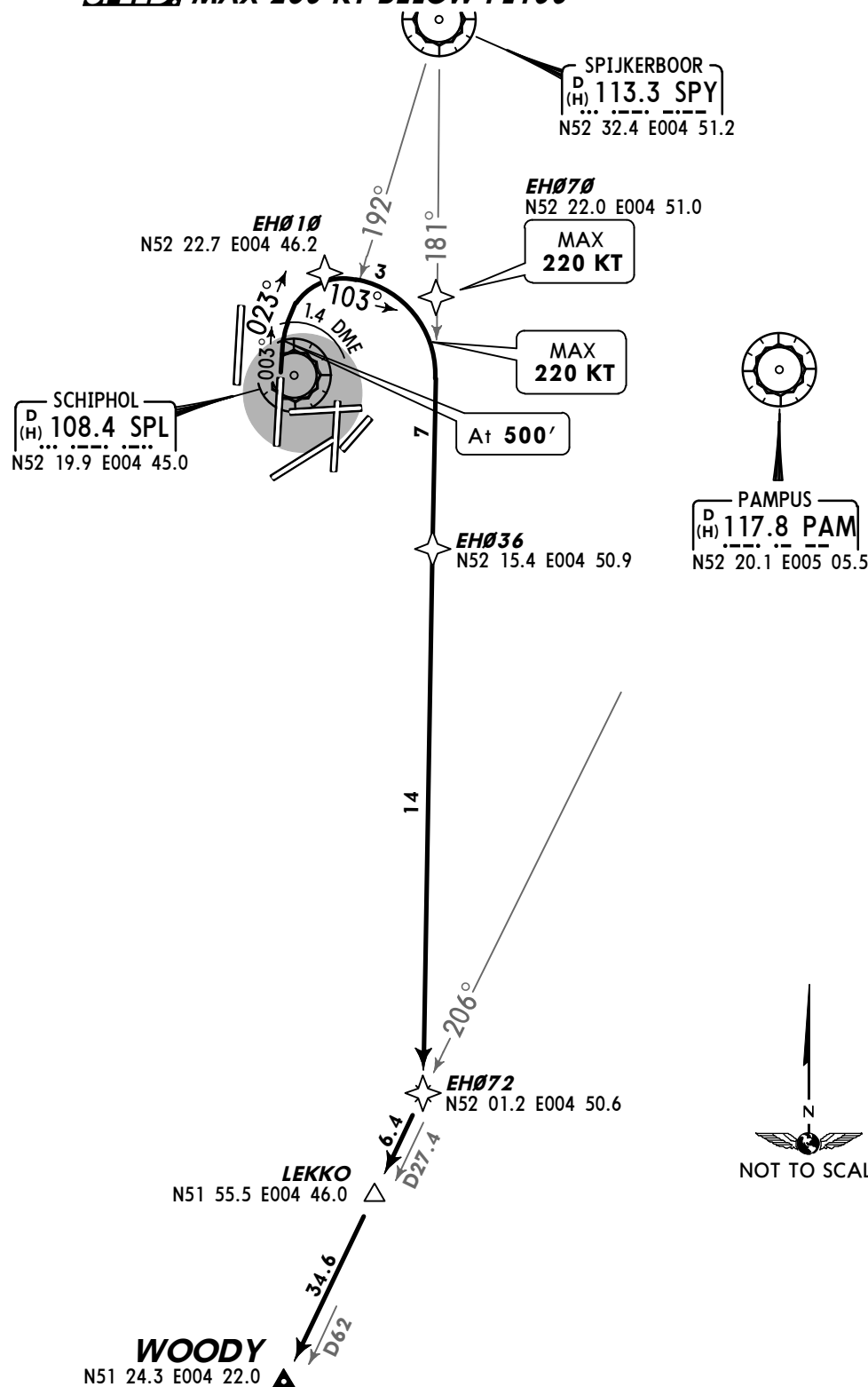


SCHIPHOL Departure (R)
119.05Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'



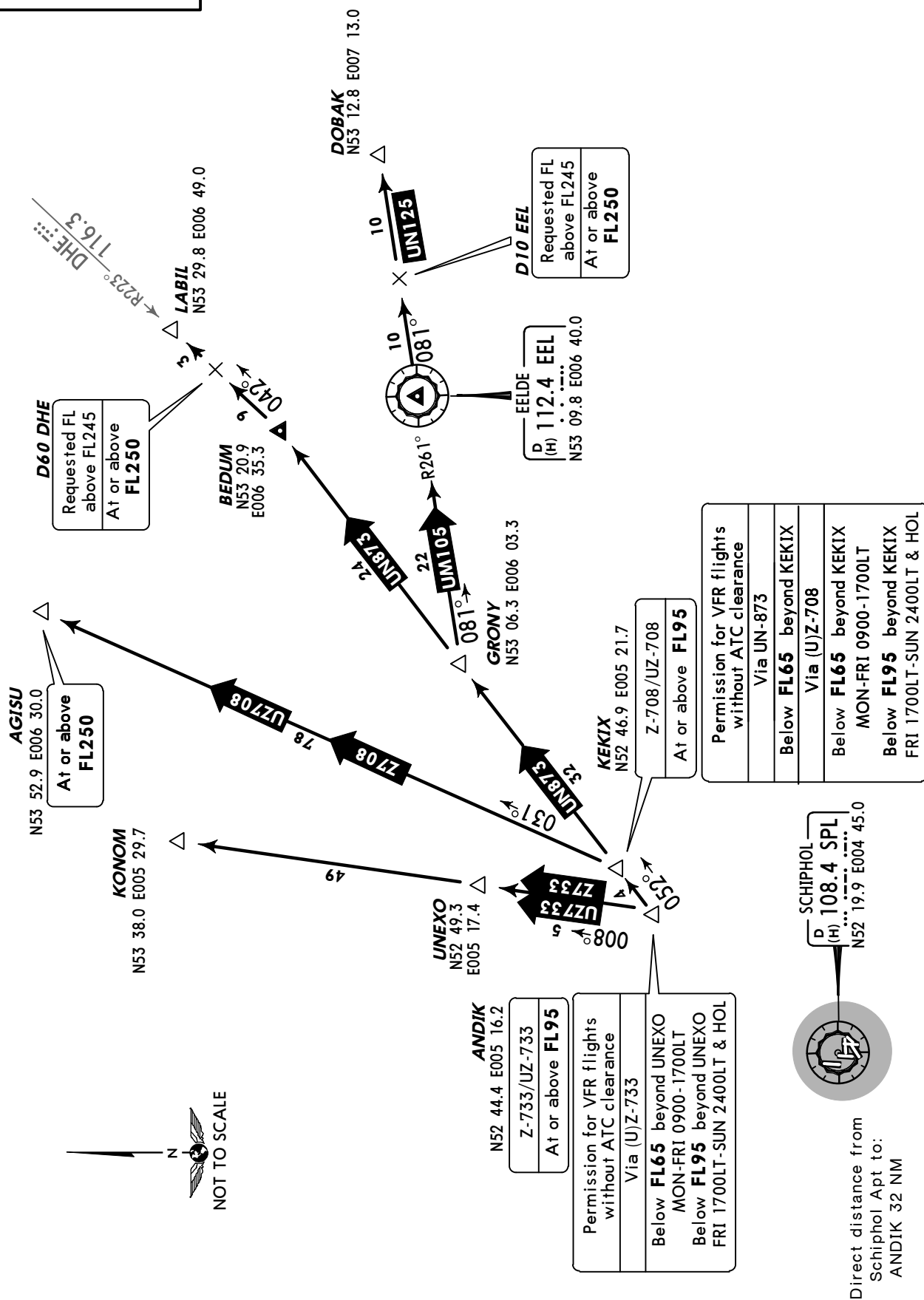
WOODY 1W [WODY1W]
RWY 36C DEPARTURE
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER WOODY REFER TO CHART 10-3X7
~~SPEED~~ MAX 250 KT BELOW FL100

Initial climb clearance **FL60****ROUTING**

Climb on 003° track, at 500' turn RIGHT, 023° track, at SPL 1.4 DME turn RIGHT, 103° track, at SPY R-192 turn RIGHT, intercept SPY R-181, intercept PAM R-206 via LEKKO to WOODY.

RNAV: THR 36C - (500') - EH010 - EH070 (K220-) - EH036 - EH072 - LEKKO - WOODY.

Trans level: By ATC Trans alt: 3000'
Continue to climb above FL60 after ATC clearance only.

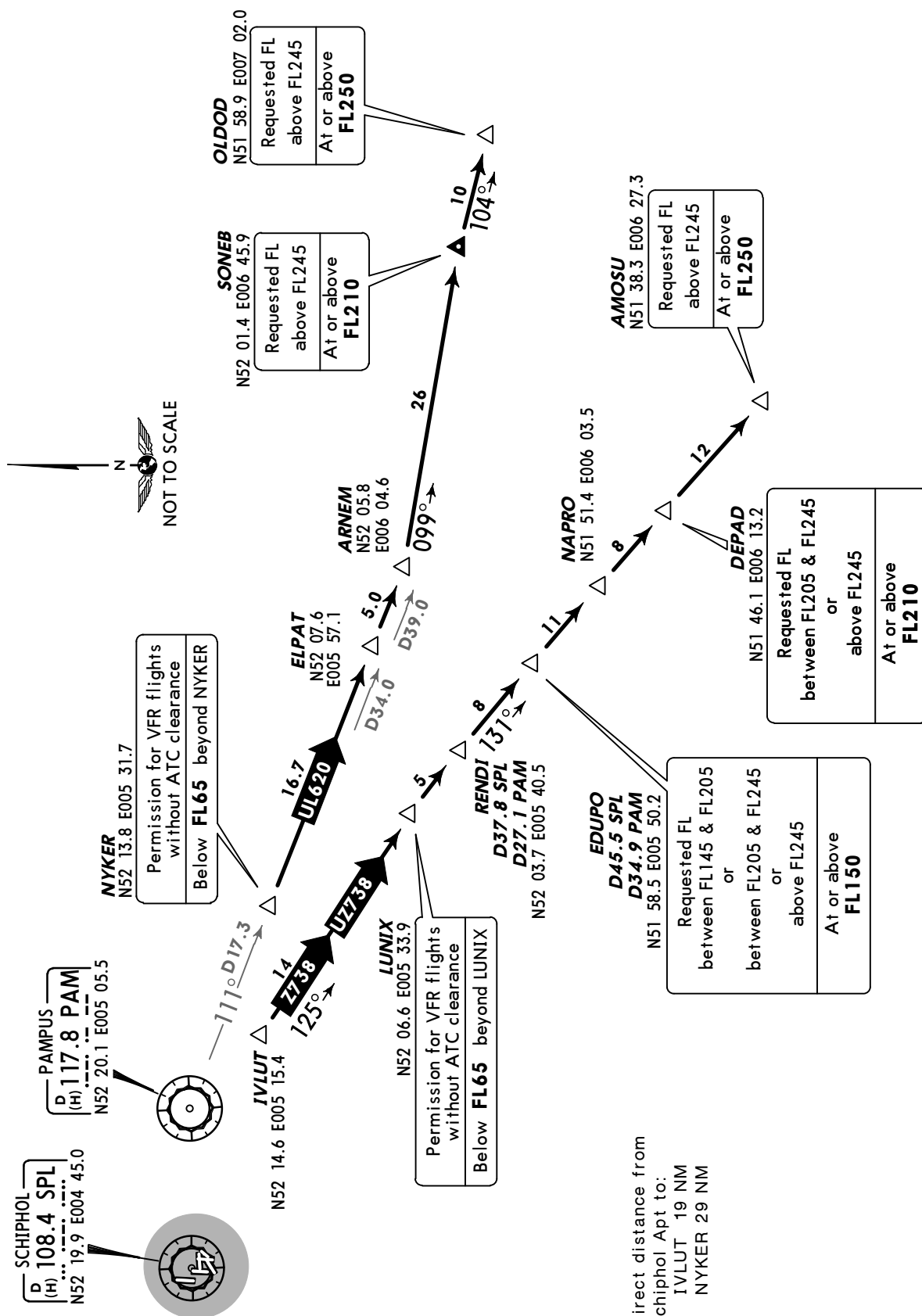
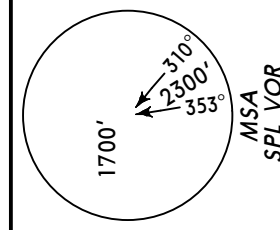


SCHIPHOL Departure (R)
119.05

Apt E/ev
-11'

Trans level: By ATC Trans alt: 3000'
Continue to climb above FL60 after ATC clearance only.

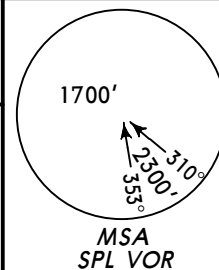
CONTINUATION AFTER ARNEM, EDUPO
ELPAT, IVLUT, LUNIX & NYKER
~~SPEED~~ MAX 250 KT BELOW FL100



SCHIPHOL Departure (R)
119.05

Apt Elev
-11'

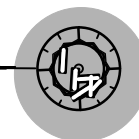
Trans level: By ATC Trans alt: 3000'
Continue to climb above FL60 after ATC
clearance only.



CONTINUATION AFTER LARAS, LEKKO & WOODY
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
~~SPEED~~ MAX 250 KT BELOW FL100

Direct distance from
Schiphol Apt to:
LEKKO 23 NM

SCHIPHOL
D (H) 108.4 SPL
N52 19.9 E004 45.0



LEKKO
N51 55.5 E004 46.0



6
206°

LARAS
N51 50.1 E004 41.8



29
UN872

WOODY
N51 24.3 E004 22.0

Requested FL
above FL245
At or above
FL240

D5 NIK

Requested FL
above FL245
At or above
FL260

11

5

R026°

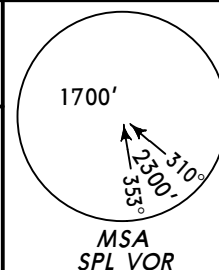
NICKY
D (H) 117.4 NIK
N51 09.9 E004 11.0



SCHIPHOL Departure (R)
119.05

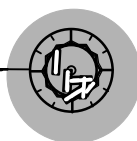
Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'
Continue to climb above FL60 after ATC
clearance only.



CONTINUATION AFTER LOPIK, OGINA & ROVEN
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
~~SPEED~~ MAX 250 KT BELOW FL100

SCHIPHOL
D (H) **108.4 SPL**
N52 19.9 E004 45.0



Direct distance from
Schiphol Apt to:
OGINA 17 NM

OGINA
N52 05.8 E005 03.3



165°

ROVEN

N51 57.8 E005 06.9



LOPIK
N51 55.8 E005 07.7

N-852

At or above **FL100**

Permission for VFR flights
without ATC clearance

Below **FL65** beyond LOPIK

VELED

N51 23.4 E005 22.0

UN-852

When requested
FL above **FL245**

At or above
FL250

160°
FL170 ONLY
UN852
34
N852

UN852

34

N852

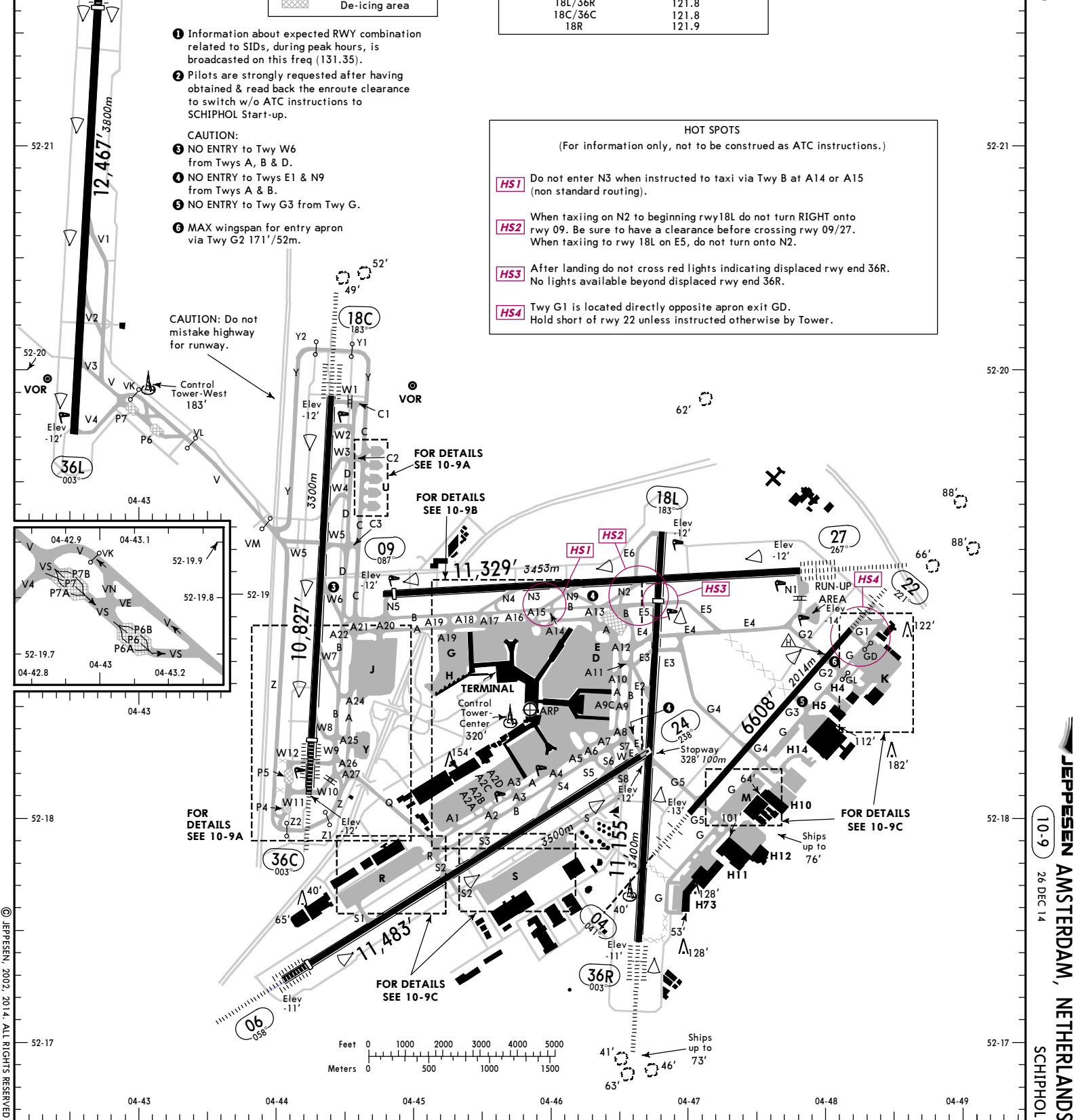
UN852

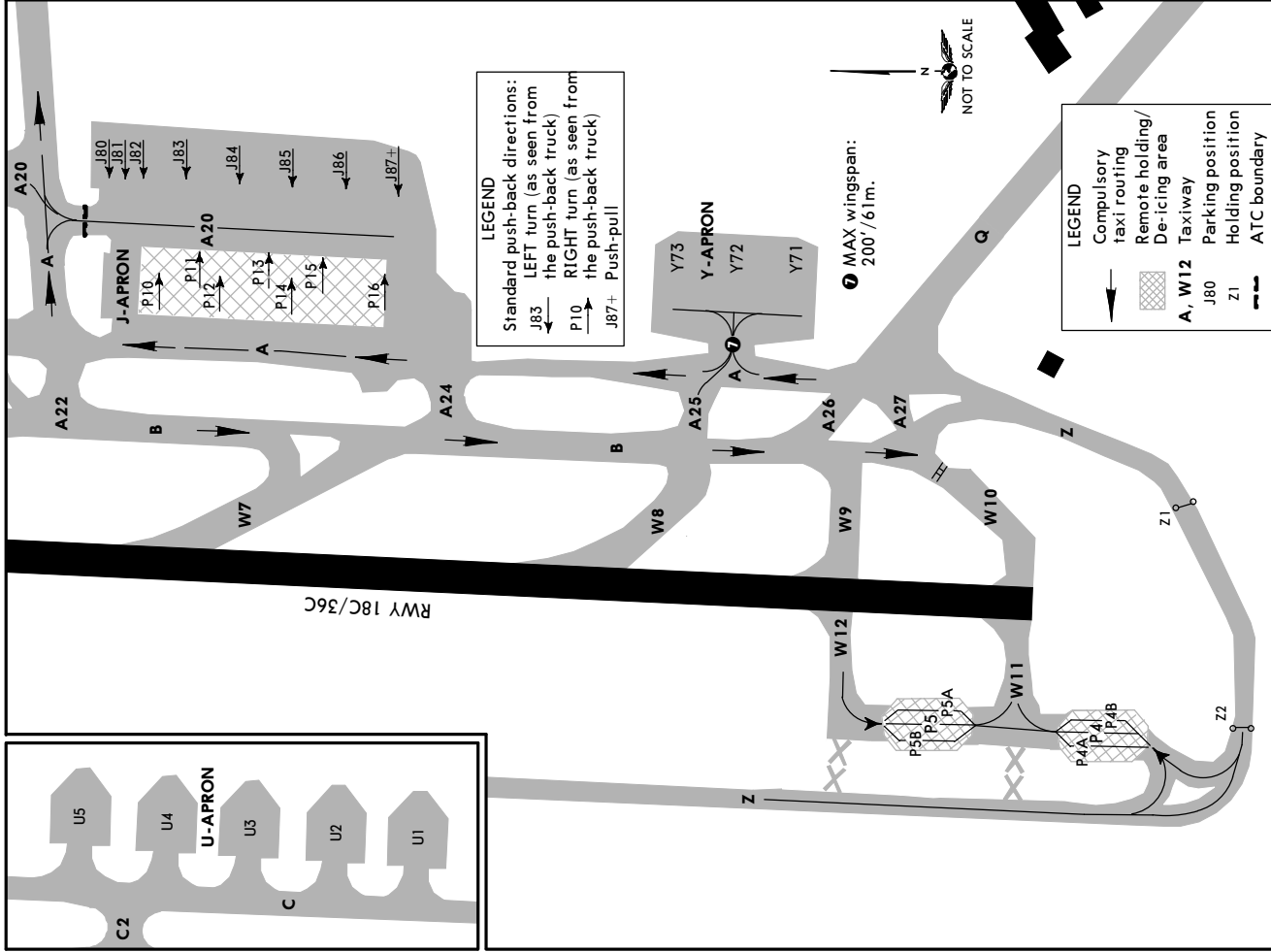
8

LUTOM

N51 15.9 E005 25.3

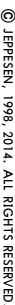






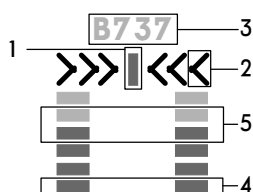
INS COORDINATES		
STAND No.	COORDINATES	STAND No.
J80 thru J82	N52 18.8 E004 44.8	Y72
J83 thru J85	N52 18.7 E004 44.8	Y73
J86, J87	N52 18.6 E004 44.8	
P14	N52 18.7 E004 44.7	
Y71	N52 18.3 E004 44.6	

ADDITIONAL RUNWAY INFORMATION									
RWY	USABLE LENGTHS				LANDING BEYOND		TAKE-OFF		WIDTH
	Threshold		Glide Slope		Threshold		Glide Slope		
04	MIRL(50m)	MIALS	PAPI-L (3.0°)	RVR	RVR				148' 45m
22	MIRL(50m)	MIALS	PAPI-L (3.0°)	RVR	RVR			5757' 1755m	
06	HIRL(30m)	CL(15m)	HIALS-II TDZ PAPI-L(3.0°)	HSTRVR	10,663' 5250m	9582' 2921m	1		148' 45m
1 TAKE-OFF RUN AVAILABLE									
RWY 06:		From rwy head		11,483' (3500m)		11,483' (3500m)		11,483' (3500m)	
		twy S1 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S2 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S3 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S4 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S5 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S6 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S7 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S8 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S9 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S10 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S11 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S12 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S13 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S14 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S15 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S16 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S17 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S18 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S19 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S20 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S21 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S22 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S23 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S24 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S25 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S26 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S27 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S28 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S29 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S30 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S31 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S32 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S33 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S34 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S35 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S36 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S37 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S38 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S39 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S40 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S41 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S42 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S43 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S44 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S45 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S46 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S47 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S48 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S49 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S50 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S51 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S52 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S53 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S54 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S55 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S56 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S57 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S58 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S59 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S60 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S61 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S62 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S63 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S64 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S65 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S66 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S67 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S68 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S69 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S70 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S71 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S72 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S73 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S74 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S75 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S76 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S77 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S78 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S79 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S80 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S81 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S82 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S83 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S84 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S85 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S86 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S87 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S88 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S89 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S90 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S91 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S92 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S93 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S94 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S95 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S96 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S97 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S98 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S99 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S100 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S101 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S102 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S103 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S104 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S105 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S106 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S107 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S108 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S109 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S110 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S111 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S112 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S113 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S114 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S115 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S116 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S117 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S118 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S119 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S120 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S121 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S122 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S123 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S124 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S125 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S126 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S127 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S128 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S129 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S130 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S131 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S132 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S133 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S134 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S135 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S136 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S137 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S138 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S139 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S140 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S141 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S142 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S143 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S144 int		8530' (2600m)		8530' (2600m)		8530' (2600m)	
		twy S							



VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)**A. SYSTEM DESCRIPTION**

The system consists of a display unit in front of the parking position and a laser unit underneath it. Due to the digital display presentation, both pilots get the correct alignment information as well as the closing-rate and stop information.



1. Vertical green bar indicating the centerline.
2. Red arrow(s) pointing towards the centerline bar indicating the deviation from the centerline. When on centerline, two red triangles will appear.
3. Display information (see para E).
4. One pair of blinking green lights indicating "the system is ready for use".
5. Green or yellow closing rate information lights.

B. ACTIVATED SYSTEM

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. If not, pilots should not enter the aircraft stand and stop before the red boundary line, until the system is activated or a marshaller has signalled clearance to proceed.

Do not use the system until:

- the green pair of lights at the bottom of the display are blinking.
- the aircraft type is shown (blinking) on the information area on top of the display.

The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

Centerline guidance is obtained by means of (a) red arrow(s) pointing at the vertical green centerline bar. The aircraft is on the centerline when at the same time on both the left and the right side of the centerline bar a red arrow appears. If the position of nose gear is on the left (or right) side of the centerline the arrow appears on the left (or right) side of the centerline. If the deviation gets extreme a double arrow will appear.

D. CLOSING-RATE AND STOP INFORMATION

For each type of aircraft a stoppoint has been assigned within the system. Closing rate information is given over the last 56'/17m by means of green (first 46'/14m) and yellow (last 10'/3m) lights. As soon as the reset area is activated the bottom pair of green lights will show "steady". At the same time the green centerline bar appears on the display. The lights will move from the bottom side of the display upwards in the direction of the stopping position. When the stop-area is activated the azimuth-guidance arrows will be replaced by the word "STOP".

In order to complement the green and yellow bars, a countdown of the distance to the stop line in meters is added in the screen. It will start from 49'/15m and countdown in steps of 3'/1m to 1m. From the last meter, 0.8m and 0.5m will be shown followed by "STOP".

E. DISPLAY INFORMATION TEXT

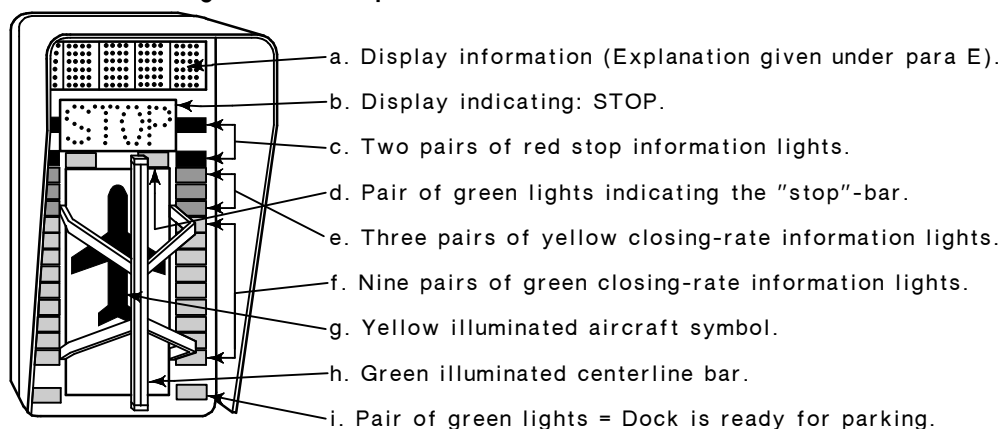
The topline on the display has one or two information line(s). Depending on the number of available information lines, the information will either be shown on both lines or will be shown intermittent in two groups. The following information can be expected:

1. **B737** (as an example)
The expected type of aircraft is shown.
2. **OK**
Parking is correct.
3. **HOLD BRAKES**
hold brakes until "CHOCK ON" appears.
4. **CHOCK/ON**
Chocks are in place.
5. **TOO/FAR**
The stoppoint has been overshoot by more than 3'/1m: Ask groundcrew if push-back is necessary.
6. **STOP**
The aircraft has reached the stopping point or the docking procedure is not carried out correctly.
7. **WAIT**
The chosen type of aircraft during the closing-in is changed by the operator.
When the correct type is displayed the parking can be continued.
8. **TEST/WAIT**
When the system is activated the lasersystem carries out a self-test before the type of aircraft appears on the display.
9. **ERR**
If a system fault occurs the display will show "ERR" together with "STOP".
The aircraft has to be parked by means of either marshalling or a tractor.

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. SYSTEM DESCRIPTION

The system consists of a display unit in front of the parking position and a number of sensors in the apron surface. **On the display the left-hand pilot gets the correct alignment as well as the closing-rate and stop information.**



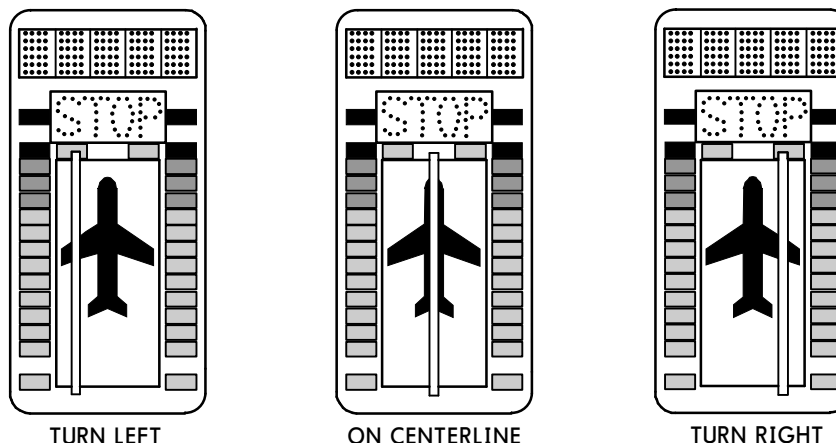
B. ACTIVATED SYSTEM

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. If not, pilots should not enter the aircraft stand and stop before the red boundary line, until the system is activated or a marshaller has signalled clearance to proceed.

1. Do not use the system until:
 - the bottom pair of green lights are blinking
 - the aircraft type is shown (blinking) on the upper information block
 - the stopbarlights are shown
2. The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on center-line when bar and symbol overlap each other. The center line guidance has to be observed from the left seat.



D. CLOSING-RATE AND STOP INFORMATION

For each type of aircraft a stoppoint has been assigned within the system. Closing-rate information is given over the last 40'/12m by means of nine pairs of green and three pairs of yellow lights. As soon as the reset loop (48'/14.5m in front of the stoppoint) is activated the bottom pair of green lights and the type of aircraft indication at the top will show "steady". When the stop-sensor is activated the word "STOP" and four red lights will be shown.

E. DISPLAY INFORMATION TEXT

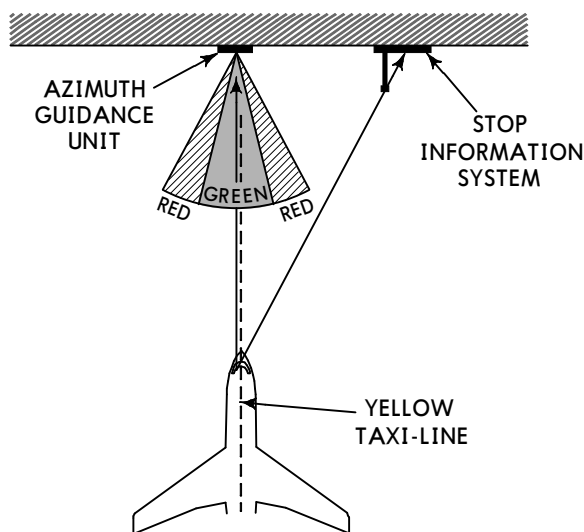
(following information can be expected)

1. **OK!** Parking is correct
2. **CHOCK/ON** Chocks are in place.
3. **TOO/FAR** The stoppoint has been overshoot by more than 3'/1m: ask groundcrew if push-back is necessary.
4. **STOP/SHORT** The system is operated by an operator; no closing-rate information available. The stopsign is given manually. Taxi very carefully.
5. **SBU** If one or more sensors are missed during taxi-in, this information is given together with the normal STOP-signal as soon as the chosen stop-sensor is activated.
6. **WAIT** The type of aircraft during closing-in is changed. When the correct type is displayed the parking can be continued.
7. **ERR** If a system fault occurs the display will show this together with a number between 0 and 9. The STOP-sign will be shown as well. The aircraft has to be parked by means of either marshalling or a tractor.

VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)

A. SYSTEM DESCRIPTION

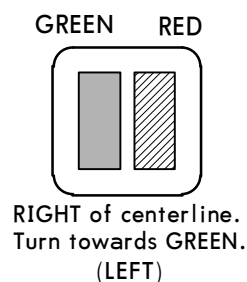
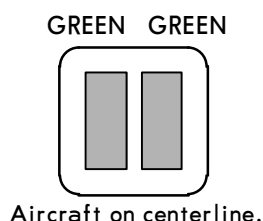
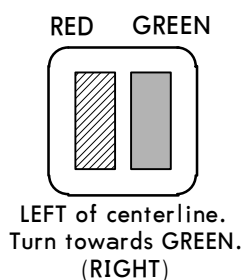
The system consists of an Azimuth guidance unit (AGNIS) and the stop information system (PAPA).



The system is calibrated for use from the left-hand cockpit seat. Be aware that read-out from the right-hand seat may result in incorrect parking.

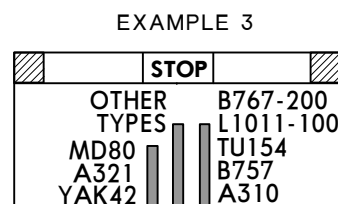
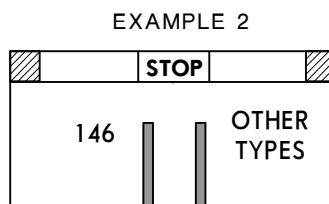
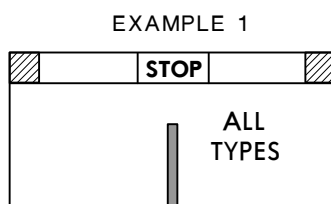
B. AZIMUTH INFORMATION (AGNIS)

The azimuth guidance information is given by means of green and red bars shown on the unit in front of the yellow aircraft stand taxi-line.



C. STOP INFORMATION (PAPA)

Stop information is given by the PAPA-board positioned on the right or left side of the AGNIS unit.



D. EMERGENCY STOP

The Docking guidance system installed has an emergency stop-sign and two red lights placed on top in the center and on the upper corners of the PAPA-board. When the word "STOP" is shown and the red lights are lit intermittent, the aircraft has to stop immediately. The emergency stop-sign is activated by the supervising operator.

E. ACTIVATED SYSTEM

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. Pilots should not enter the aircraft stand and stop before the red boundart line, until the system is activated or a marshaller has signalled to proceed.

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
04	SRE	570' (583')	1000m / 1000m
06	CAT 2 ILS	89' (100')	RA 103' - 300m
	ILS	189' (200')	500m / 1000m
	LOC	410' (421')	800m / 1000m
	NDB	530' (541')	1000m / 1000m
	SRE	570' (581')	1000m / 1000m
09	VOR	510' (522')	- / 1000m
	SRE	570' (582')	- / 1000m
18C	CAT 2 ILS	88' (100')	RA 101' - 300m
	ILS	188' (200')	500m / 1000m
	LOC	690' (702')	1000m / 1000m
	NDB	690' (702')	1000m / 1000m
	SRE	380' (392')	800m / 1000m
18R	CAT 2 ILS	87' (100')	RA 100' - 300m
	ILS	187' (200')	500m / 1000m
	LOC	690' (703')	1000m / 1000m
	VOR	690' (703')	1000m / 1000m
	SRE	440' (453')	1000m / 1000m
22	ILS	186' (200')	600m / 1000m
	LOC	540' (554')	1000m / 1000m
	SRE	600' (614')	1000m / 1000m
24	SRE	570' (582')	- / 1000m
27	CAT 2 ILS	88' (100')	RA 101' - 300m
	ILS	188' (200')	500m / 1000m
	LOC	440' (452')	1000m / 1000m
	VOR	730' (742')	1000m / 1000m
	SRE	730' (742')	1000m / 1000m
36C	CAT 2 ILS	88' (100')	RA 100' - 300m
	ILS	188' (200')	500m / 1000m
	LOC	320' (332')	800m / 1000m
	VOR	480' (492')	1000m / 1000m
	SRE	570' (582')	1000m / 1000m
36R	CAT 2 ILS	89' (100')	RA 102' - 300m
	ILS	189' (200')	500m / 1000m
	LOC	430' (441')	800m / 1000m
	NDB	510' (521')	1000m / 1000m
	SRE	570' (581')	1000m / 1000m

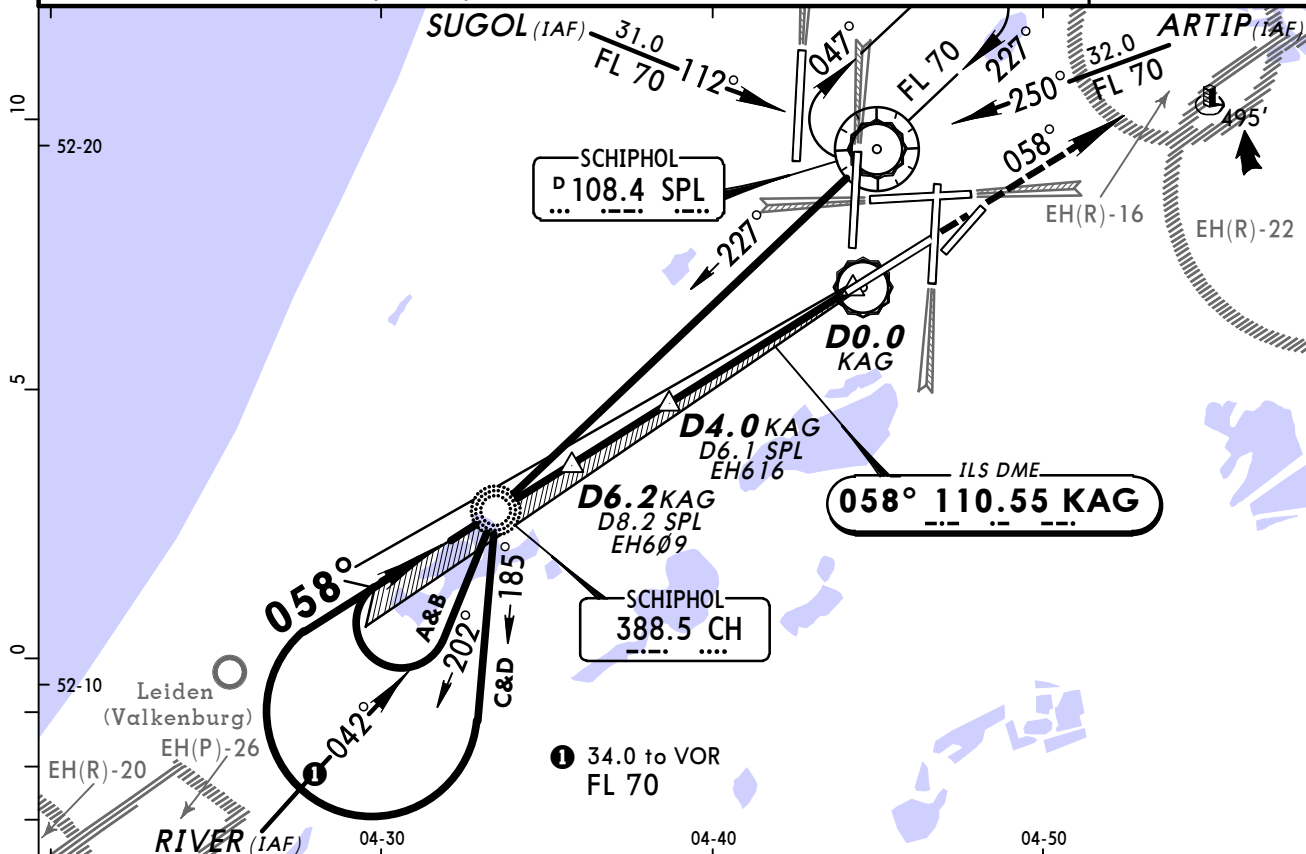
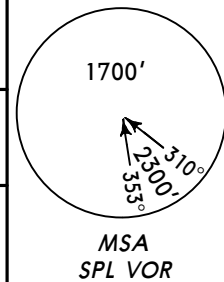
CIRCLE-TO-LAND ❶	MDA(H)	VIS
	620' (631') ❷ ❸	1000m ❹
CIRCLING VOR 24	1000' (1011')	6.0km ❺

- ❶ To rwy 22: Do not mistake rwy 24 for rwy 22.
 ❷ After LOC 18C, NDB 18C, LOC 18R and VOR 18R: 700' (711').
 ❸ After VOR 27 and SRE 27: 730' (741').
 ❹ To RWY 18L during daylight only: Ceiling 1200', VIS 5.0 km.
 ❺ Ceiling 1100'. To RWY 18L during daylight only: Ceiling 1200'.

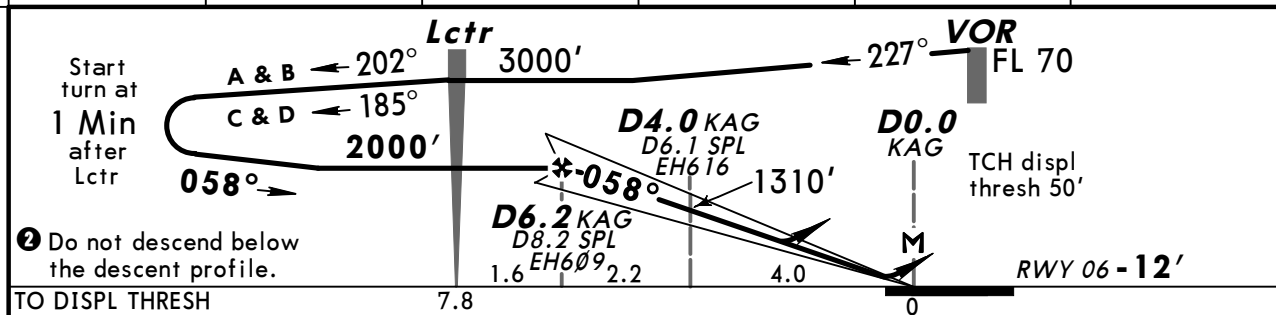
TAKE-OFF RWY 04, 06, 09, 18L/C, 22, 24, 27, 36L/C/R				
LVP must be in Force ❻				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❼	800m

- ❻ Without LVP 400m are stipulated.
 ❼ Or rejected take-off distance whichever is the greater.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.7
LOC KAG 110.55	Final Apch Crs 058°	GS No Altitude published	ILS DA(H) 188' (200')	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 058° to 2000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 2. When established on ILS maintain 160 KT until D4.0 KAG or as directed. 3. ILS DME reads zero at rwy 06 displaced threshold.				



LOC 2 (GS out)	KAG DME	5.0	3.0	2.0	1.0
	ALTITUDE	1630'	1000'	680'	360'

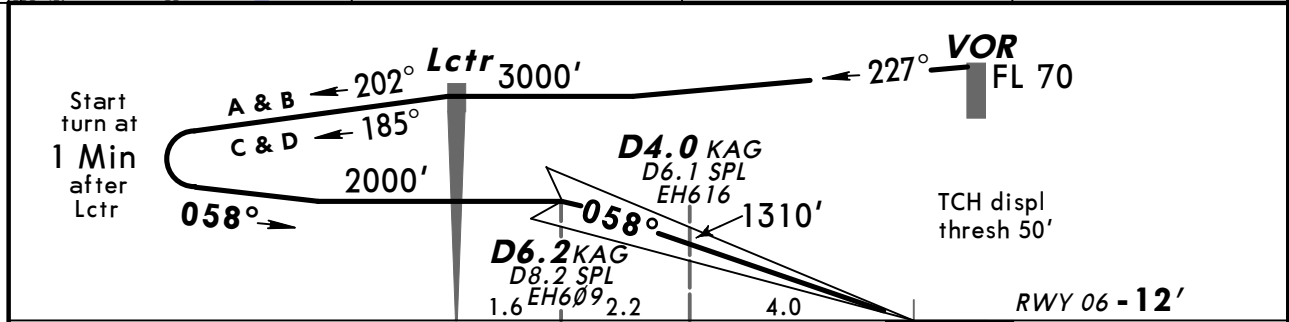
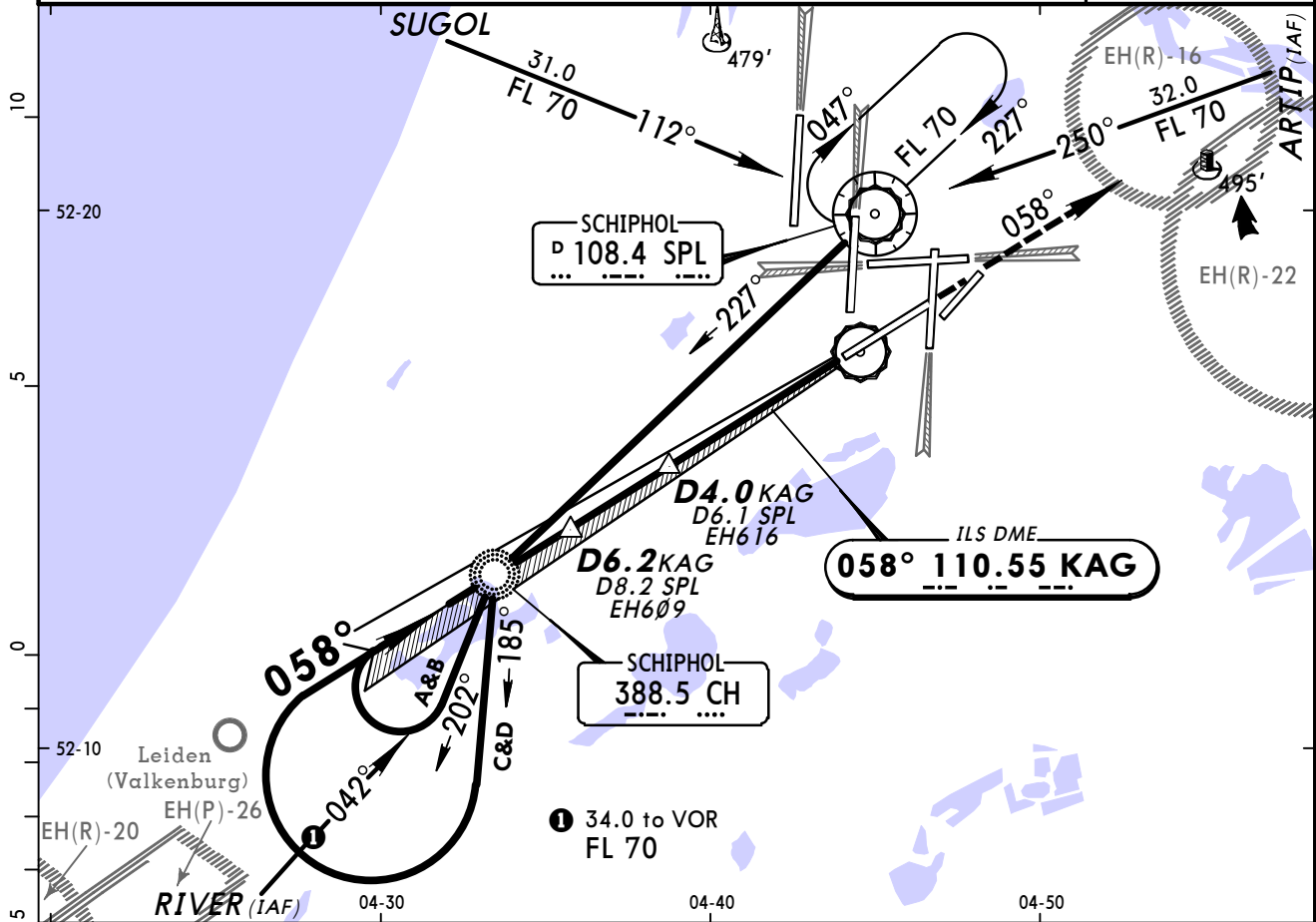


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000' on 058°
ILS GS & LOC Descent Angle 3.00°	377	485	539	647	755	862	
MAP at D0.0 KAG							

Standard STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND 1		
ILS			LOC (GS out)			
DA(H) 188' (200')			DA(H) 410' (422')			
FULL	Limited	ALS out	ALS out			
A				Max Kts	MDA(H)	VIS
B				100	620' (631')	1500m
C	RVR 550m	RVR 750m	RVR 1200m	135	780' (791')	1600m
D				180	880' (891')	2400m
				205	890' (901')	3600m

1 To rwy 18L and 36L not permitted, except in case of emergency.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.7
LOC KAG 110.55	Final Apch Crs 058°	GS No Altitude published	CAT II & IIIA ILS Refer to Minimums	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 058° to 2000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. Special Aircrew & Acft Certification Required. 2. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 KAG or as directed. 4. ILS DME reads zero at rwy 06 displaced threshold.				
				1700' 310° 230° 353° MSA SPL VOR



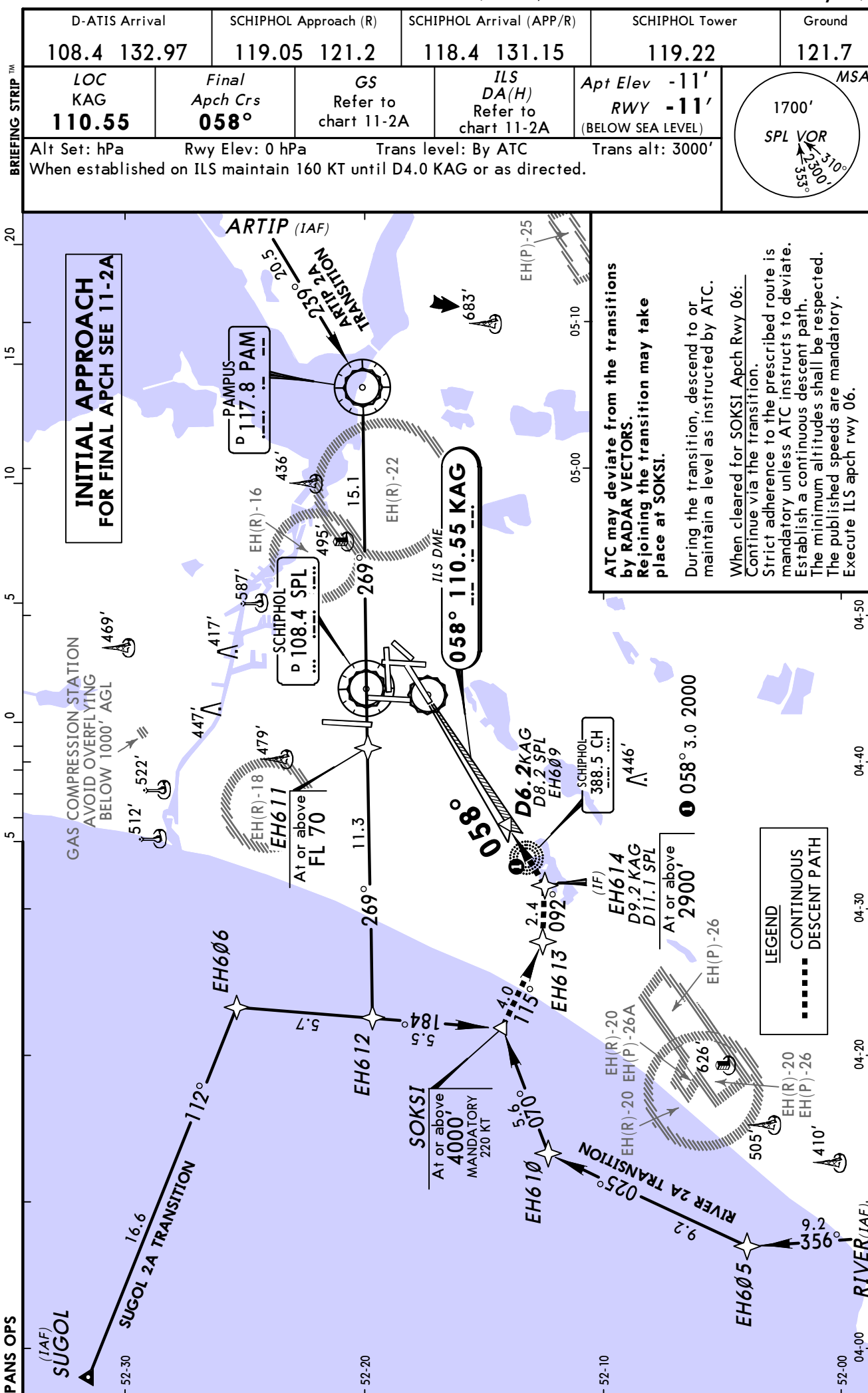
TO DISPL THRESH	7.8	0
Gnd speed-Kts	70 90 100 120 140 160	
GS	3.00° 377 485 539 647 755 862	

Standard		STRAIGHT-IN LANDING RWY 06	
CAT IIIA ILS		CAT II ILS	
ABCD		ABCD	
RA 103'		RA 103'	
DA(H) 88'(100')		DA(H) 88'(100')	
RVR 200m		RVR 300m	

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

SCHIPHOL

(SUGOL, RIVER & ARTIP TRANSITIONS to Rwy 06)



D-ATIS Arrival

108.4 132.97

SCHIPHOL Approach (R)

119.05 121.2

SCHIPHOL Arrival (APP/R)

118.4 131.15

SCHIPHOL Tower

119.22

Ground

121.7

LOC
KAG

110.55

Final
Apch Crs

058°

GS
D4.0 KAG

1310'(1321')

CAT II & IIIA ILS
Refer to Minimums

ILS
DA(H)

189'(200')

Apt Elev -11'

RWY-11'

(BELOW SEA LEVEL)

MISSED APCH: Climb on track 058° to 2000'. Inform ATC immediately.

Alt Set: hPa

Rwy Elev: 0 hPa

Trans level: By ATC

Trans alt: 3000'

1. CAT II/III ILS: Special Aircrew & Aircraft Certification Required.

2. When established on ILS maintain 160 KT until D4.0 KAG or as directed.

3. ILS DME reads zero at rwy 06 displaced threshold.

1700'

310°

353°

MSA SPL VOR

EH(R)-18

479'

SCHIPHOL
P 108.4 SPL

EH(R)-16

495'

436'

EH(R)-22

058°

058°

D6.2 KAG
D8.2 SPL
EH609

D4.0 KAG
D6.1 SPL
EH616

058° 110.55 KAG

52-20

52-15

04-30

04-40

04-50

05-00

2000'

058°

D4.0 KAG
D6.1 SPL/EH616
GS 1310'

D6.2 KAG
D8.2 SPL
EH609

2.2

4.0

RWY 06 - 11'

TCH displ
thresh 50'

Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	2000'	on 058°
GS	3.00°	372	478	531	637	743	849	PAPI		

Standard

STRAIGHT-IN LANDING RWY 06

CAT IIIA ILS

RA 101'

DA(H) 89'(100')

DH 50'

RVR 200m

CAT II ILS

ABCD

RA 101'

DA(H) 89'(100')

RVR 300m

Standard

STRAIGHT-IN LANDING RWY 06

ILS

DA(H) 189'(200')

FULL

Limited

ALS out

LOC (GS out)

NOT APPLICABLE

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	620'(631')	1500m
135	780'(791')	1600m
180	880'(891')	2400m
205	890'(901')	3600m

A

RVR 550m

B

RVR 750m

C

RVR 1200m

D

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

2 To rwy 18L and 36L not permitted, except in case of emergency.

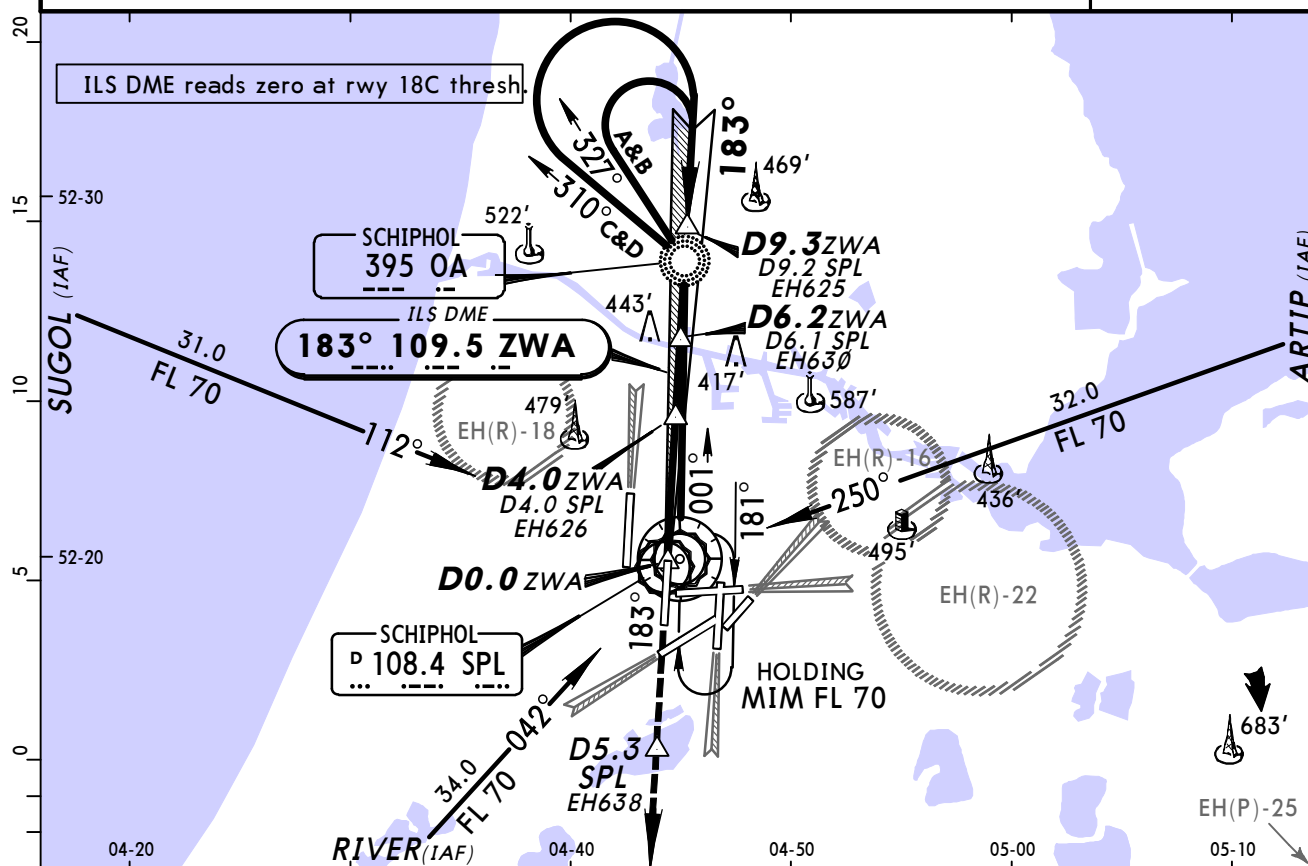
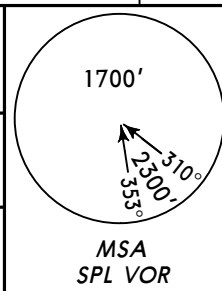
CHANGES: Notes.

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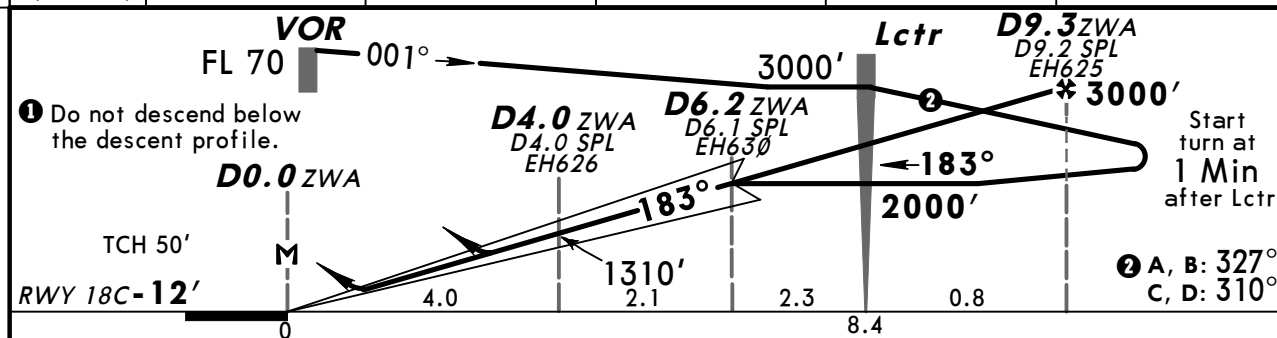
BRIEFING STRIP TM

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'

1. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed. 2. When established on ILS maintain 160 KT until D4.0 ZWA or as directed.



LOC ① (GS out)	ZWA DME	1.0	2.0	3.0	5.0
	ALTITUDE	360'	680'	1000'	1630'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS or</i>	377	485	539	647	755	862	
<i>LOC Descent Angle 3.00°</i>							
<i>MAP at D0.0 ZWA</i>							

Standard		STRAIGHT-IN LANDING RWY 18C				CIRCLE-TO-LAND 1		
		ILS		LOC (GS out)				
		DA(H) 188' (200')		DA(H) 690' (702')				
		FULL	Limited	ALS out		ALS out	Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	700' (711')	1500m
B						135	780' (791')	1600m
C						180	880' (891')	2400m
D				CMV 2400m		205	890' (901')	3600m

1 To rwy 18L and 36L not permitted, except in case of emergency.

EHAM/AMS
SCHIPHOL

2 DEC 11
Eff 15 Dec

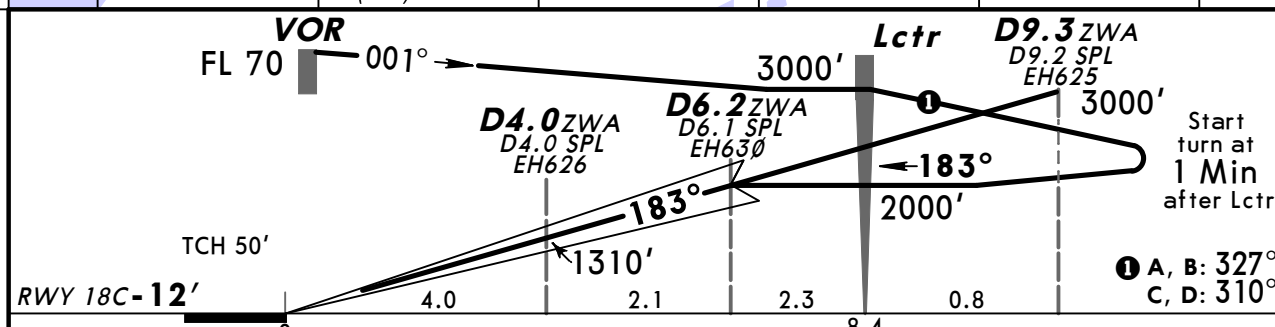
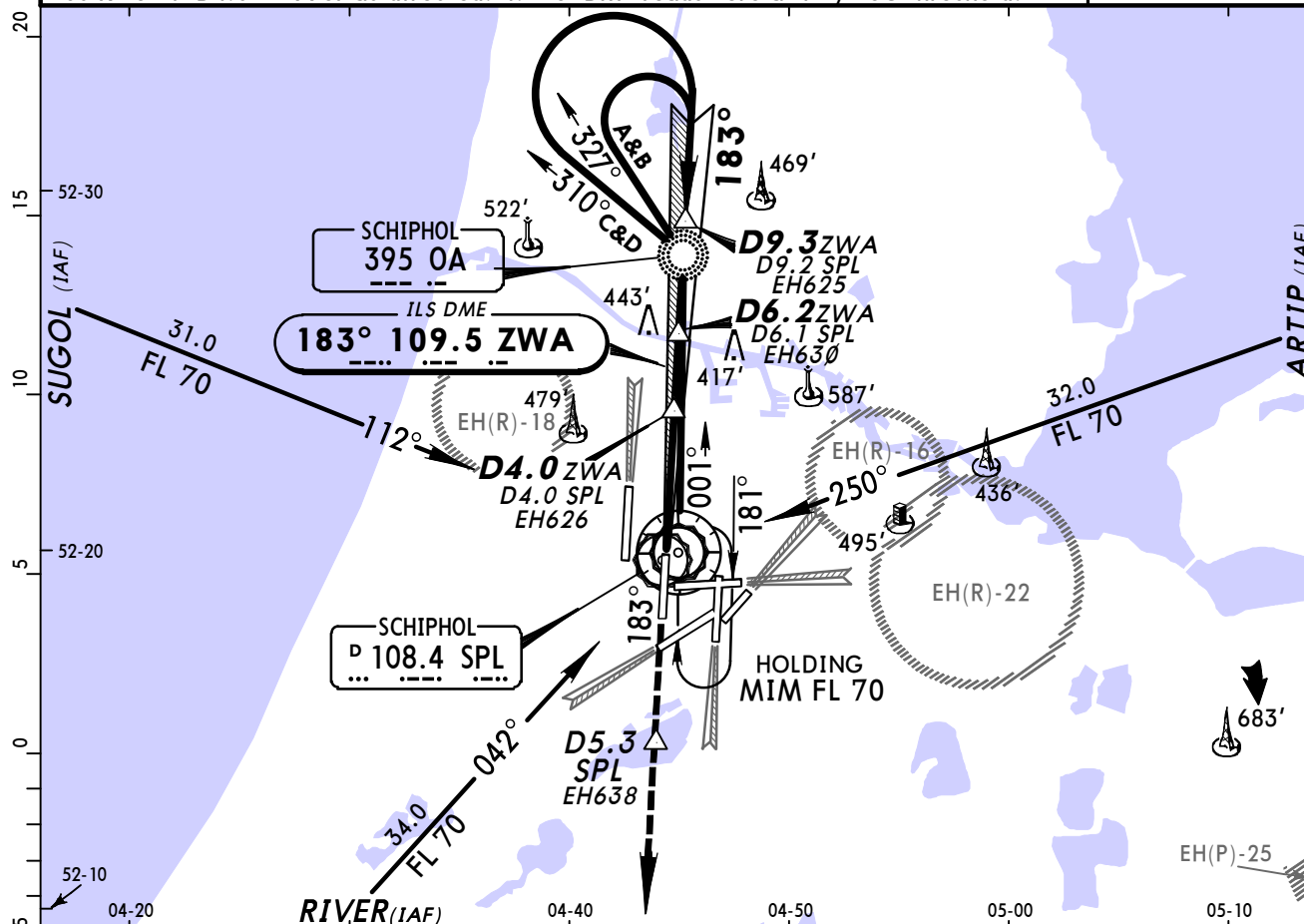
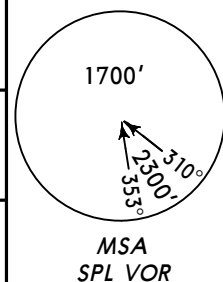
JEPPESEN AMSTERDAM, NETHERLANDS
11-3A **CAT II/III ILS DME Rwy 18C**

Eff 15 Dec

11-3A

CAT II/III ILS DME Rwy 18C

BRIEFING STRIP TM



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Gs</i> 3.00°	377	485	539	647	755	862

Standard		STRAIGHT-IN LANDING RWY 18C	
CAT IIIA ILS		CAT II ILS	
		ABCD	
		RA 101'	
DH 50'		DA(H) 88' (100')	
RVR 200m		RVR 300m I	

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Procedure.

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PANS OPS 4

BRIEFING STRIP TM

US OPS 4

PAN

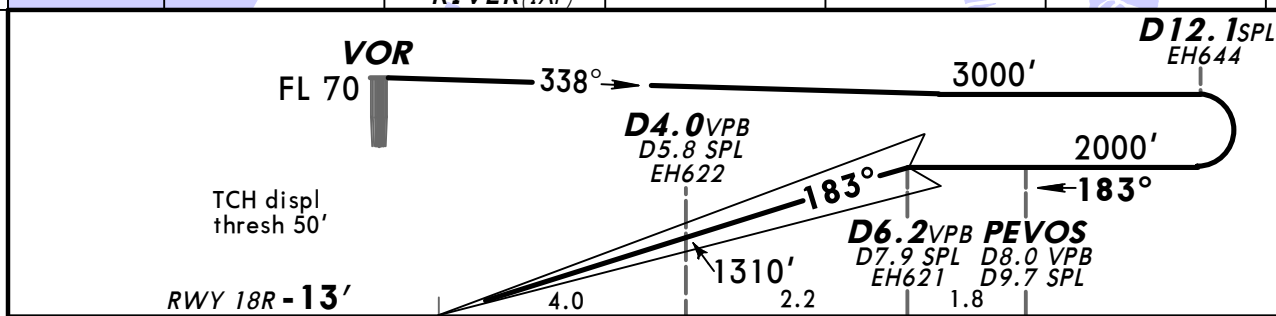
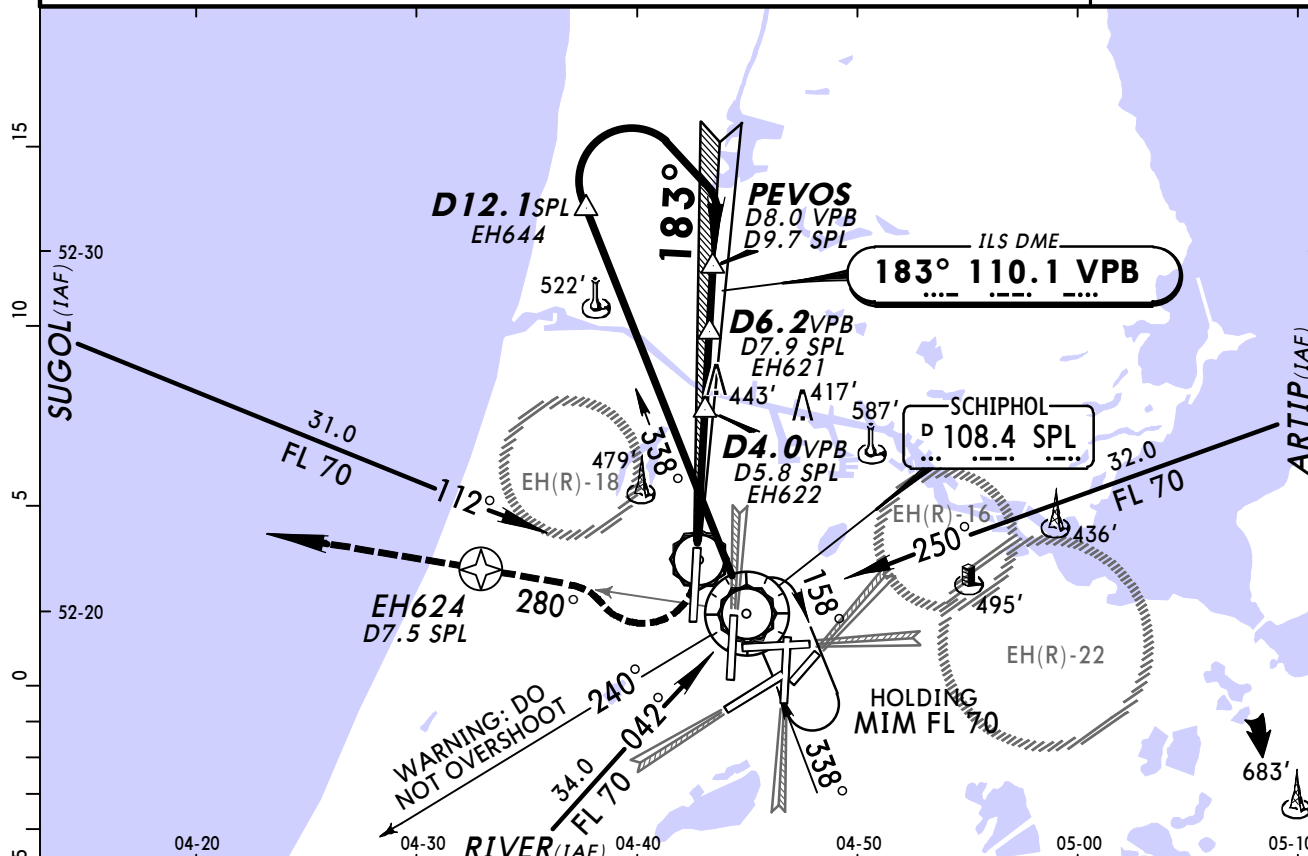
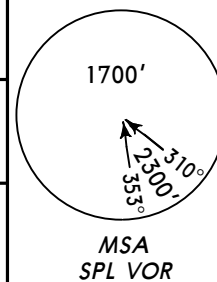
EHAM/AMS SCHIPHOL

2 DEC 11
Eff 15 Dec

11-4A

JEPPESEN AMSTERDAM, NETHERLANDS
CAT II/III ILS DME Rwy 18R

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.9
LOC VPB 110.1	Final Apch Crs 183°	GS No Altitude published	CAT II & IIIA ILS Refer to Minimums	Apt Elev -11' RWY -13' (BELOW SEA LEVEL)
MISSED APCH: Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000', cross EH624 at 2000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous apchs on rwy 06, 18C, 22, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 VPB or as directed. 4. ILS DME reads zero at rwy 18R displaced threshold.				



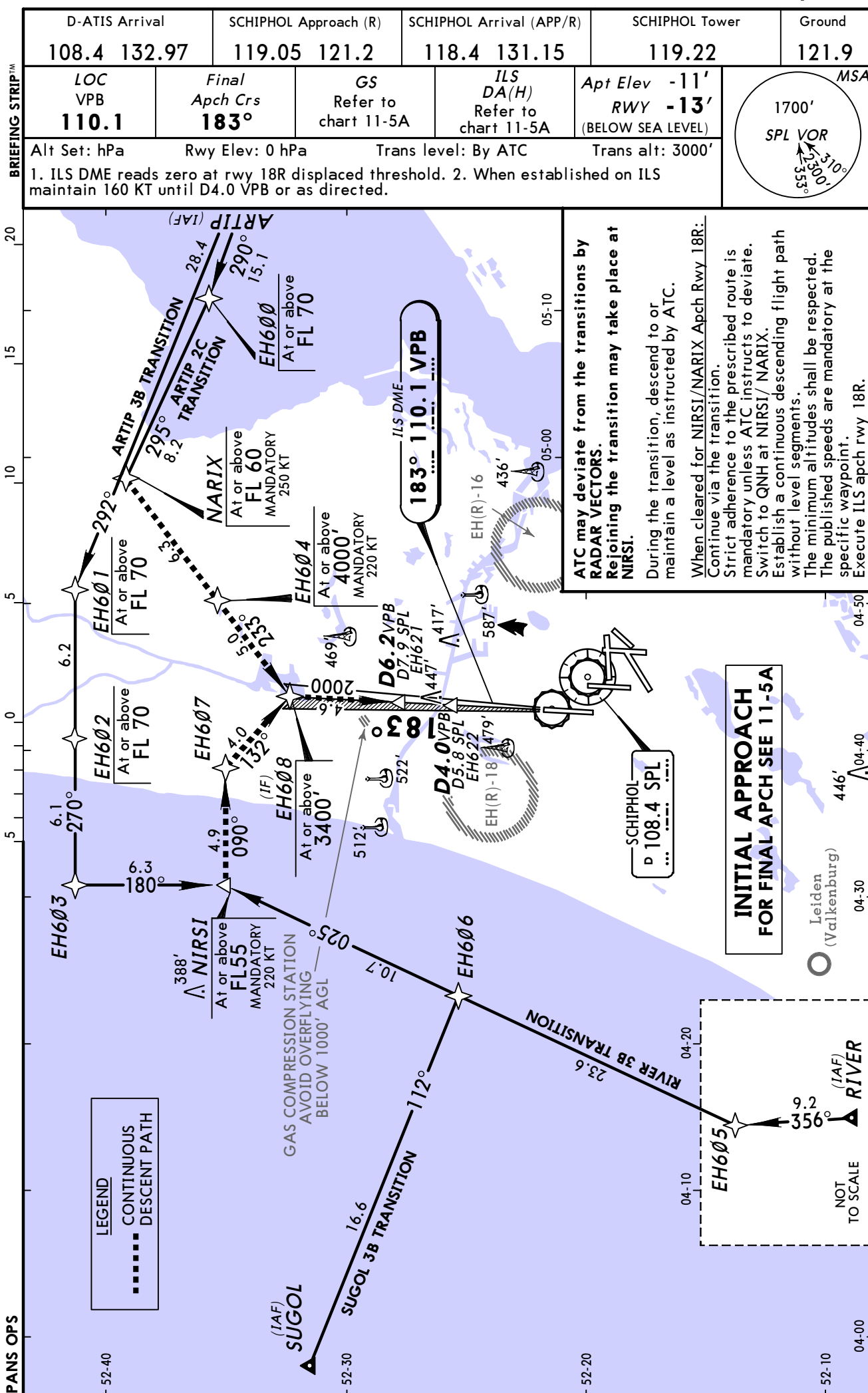
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	PAPI	RT	SPL 108.4 R-280
GS	3.00°	377	485	539	647	755	862			

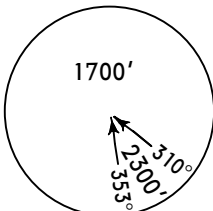
Standard		STRAIGHT-IN LANDING RWY 18R	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 100' DA(H) 87' (100')	
RVR 200m		RVR 300m I	

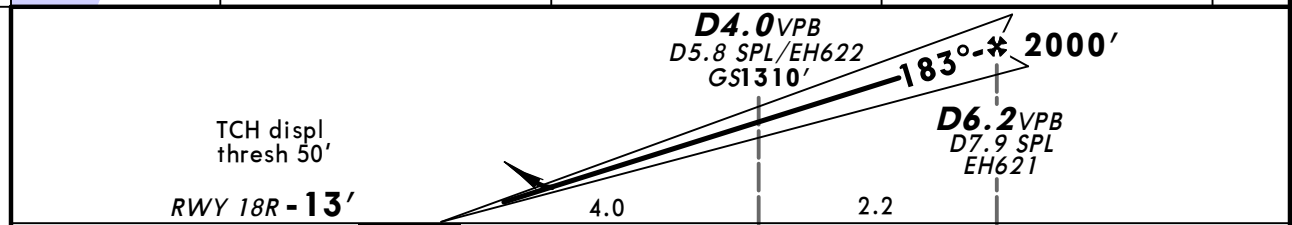
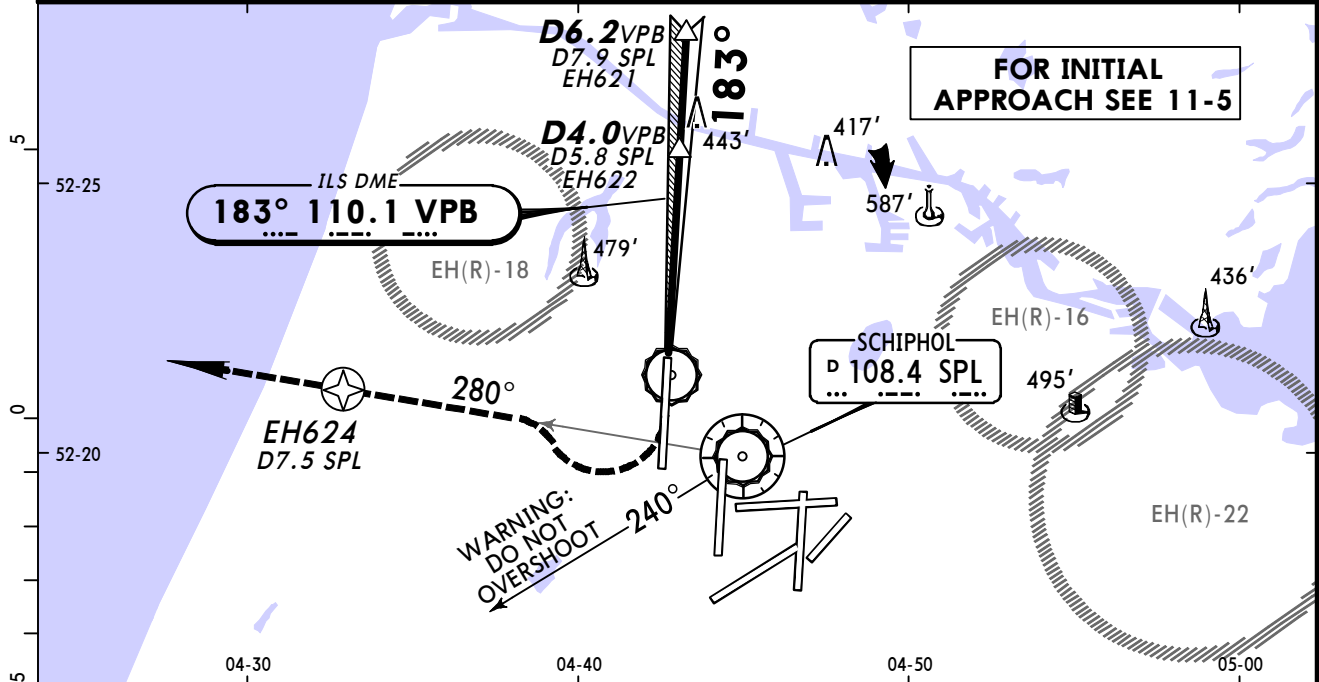
I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Procedure.

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D-ATIS Arrival		SCHIPHOL Approach (R)		SCHIPHOL Arrival (APP/R)		SCHIPHOL Tower		Ground	
108.4 132.97		119.05 121.2		118.4 131.15		119.22		121.9	
LOC VPB 110.1	Final Apch Crs 183°	GS D4.0 VPB 1310' (1323')	CAT II & IIIA ILS Refer to Minimums	ILS DA(H) 187' (200')	Apt Elev - 11' RWY-13' (BELOW SEA LEVEL)		 1700' 310° 355° MSA SPL VOR		
MISSED APCH: Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000', cross EH624 at 2000'. Inform ATC immediately.									
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'									
1. CAT II/III ILS: Special Aircrew & Aircraft Certification Required. 2. When established on ILS maintain 160 KT until D4.0 VPB or as directed. 3. ILS DME reads zero at rwy 18R displaced threshold.									



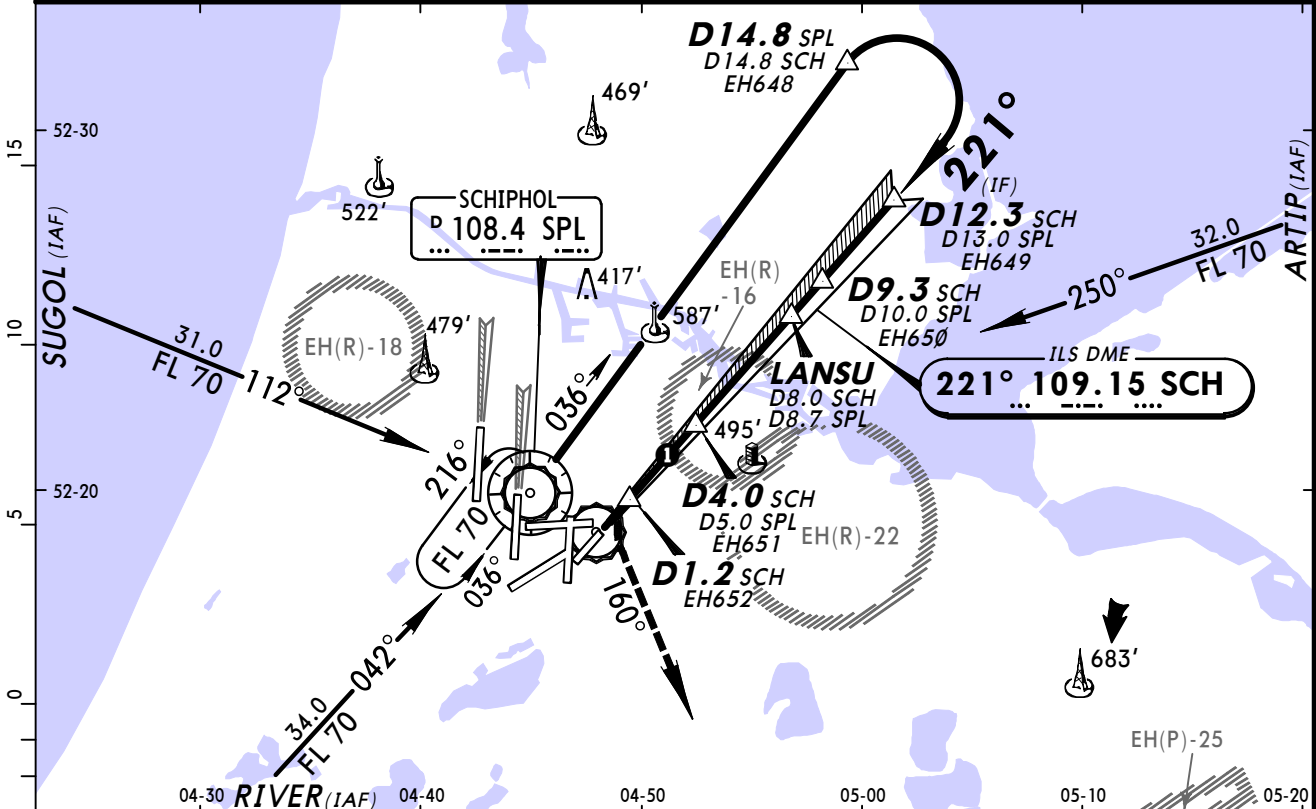
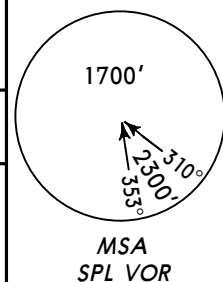
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	RT	SPL 108.4 R-280
ILS GS 3.00°	377	485	539	647	755	862			

Standard		STRAIGHT-IN LANDING RWY 18R	
CAT IIIA ILS		CAT II ILS ABCD RA 100' DA(H) 87' (100')	
DH 50'			
RVR 200m		RVR 300m 	

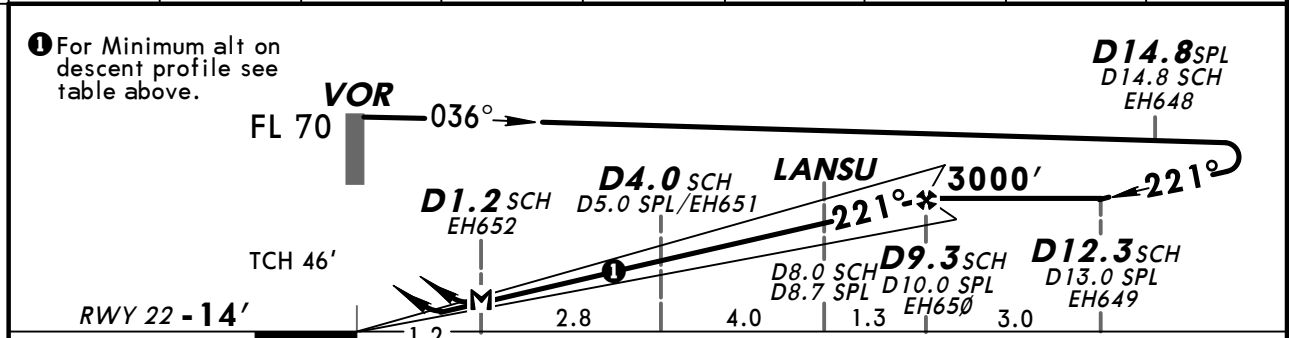
Standard		STRAIGHT-IN LANDING RWY 18R			CIRCLE-TO-LAND ²		
ILS DA(H) 187' (200')				LOC (GS out)			
FULL		Limited	ALS out			Max Kts.	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE	100	620' (631')	1500m
B					135	780' (791')	1600m
C					180	880' (891')	2400m
D					205	890' (901')	3600m

 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.
 To rwy 18L and 36L not permitted, except in case of emergency.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.8
LOC SCH 109.15	Final Apch Crs 221°	GS No Altitude published	ILS DA(H) Refer to Minimums	Apt Elev -11' RWY -14' (BELOW SEA LEVEL)
MISSED APCH: Turn LEFT on track 160° as soon as practicable but not below 400' and climb to 2000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22. 2. Simultaneous apchs on rwy 18C or 18R may be executed. 3. Strict adherence to the missed apch proc is essential. 4. When established on ILS maintain 160 KT until D5.0 SCH or as directed. 5. ILS DME reads zero at rwy 22 threshold.				



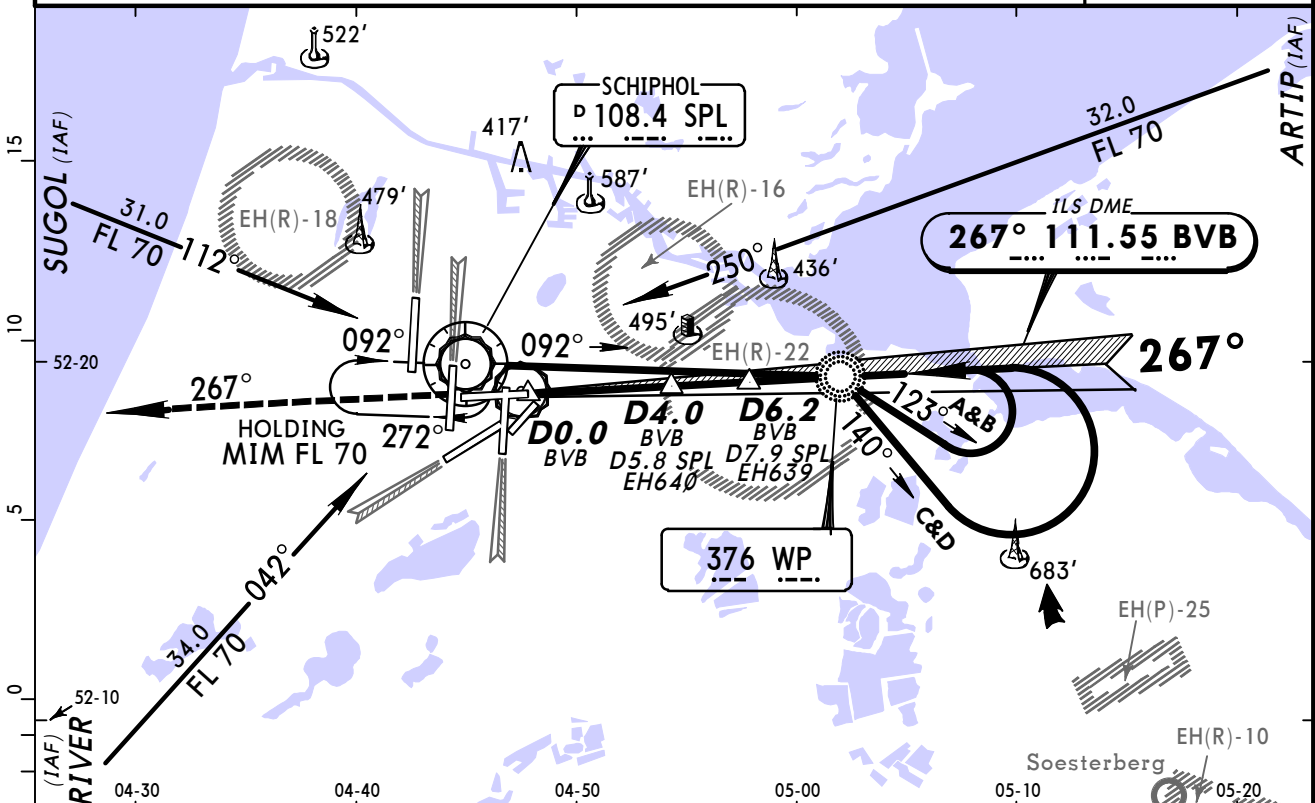
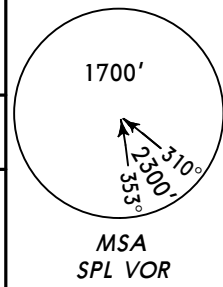
SCH DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
MINIMUM ALT	680'	990'	1310'	1630'	1950'	2270'	2590'	2900'



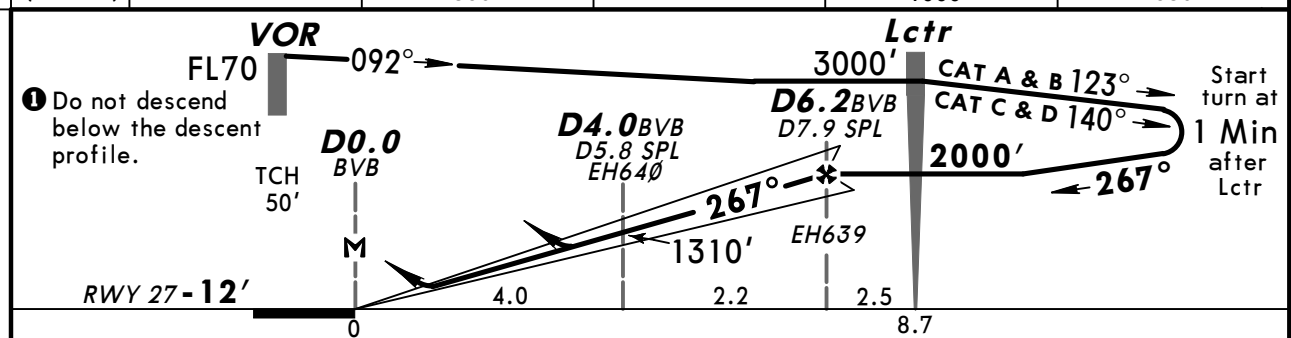
Gnd speed-Kts	70	90	100	120	140	160	MIALS	400'	160°
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	PAPI	↑	LT
MAP at D1.2 SCH/EH652									

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) ABC:186' (200') D:200' (214')		DA(H) 540' (554')					
FULL/Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS	
A				100	620' (631')	1500m	
B	RVR 750m	RVR 1500m		135	780' (791')	1600m	
C				180	880' (891')	2400m	
D	RVR 800m	CMV 2100m	CMV 2400m	205	890' (901')	3600m	

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.8
LOC BVB 111.55	Final Apch Crs 267°	GS No Altitude published	ILS DA(H) 188' (200')	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 267° to 3000'. Inform ATC immediately. Expedite climb to 2000'.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D3.0 BVB to D1.0 BVB. 2. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 BVB or as directed. 4. ILS DME reads zero at rwy 27 thresh.				



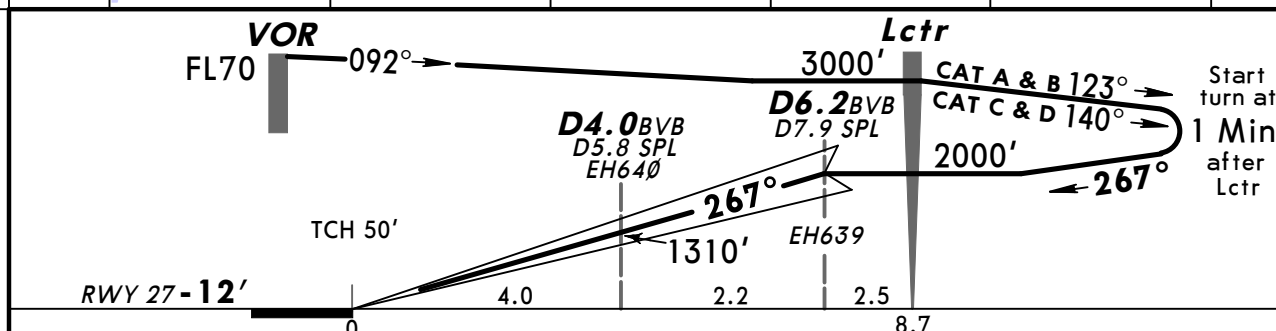
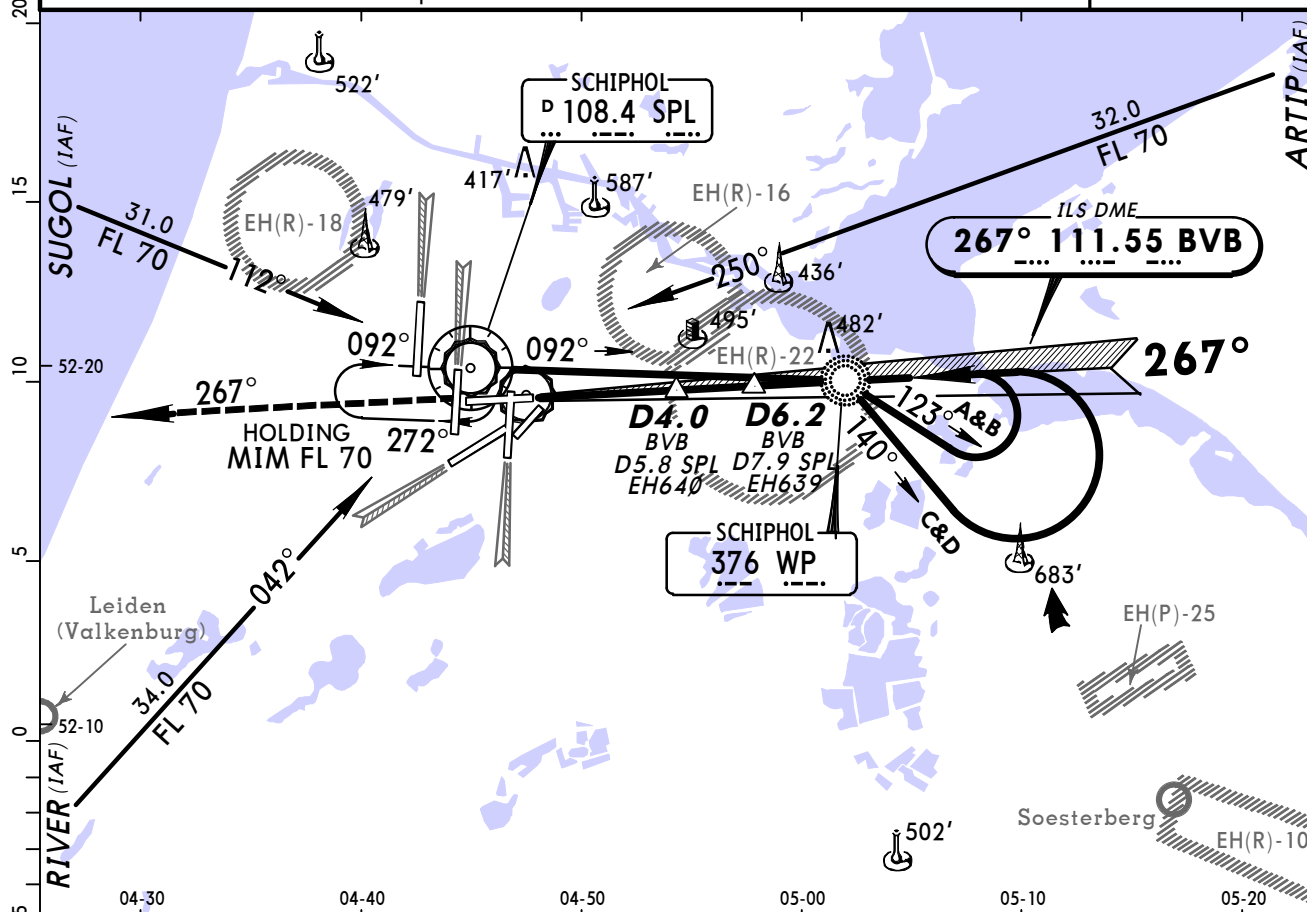
LOC 1 (GS out)	BVB DME	1.0	2.0	3.0	5.0
	ALTITUDE	360'	680'	1000'	1630'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D0.0 BVB						

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
ILS				LOC (GS out)	
DA(H) 188' (200')				DA(H) 440' (452')	
FULL	Limited	ALS out		ALS out	Max Kts
A					100
B				RVR 1500m	135
C	RVR 550m	RVR 750m	RVR 1200m		180
D				CMV 2100m	205
					MDA(H)
					3000'
					on 267°

1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D3.0 BVB to D1.0 BVB. 2. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 BVB or as directed. 4. ILS DME reads zero at rwy 27 thresh. 5. Special Aircrew & Acft Certification Required.



HIALS-II
PAPI

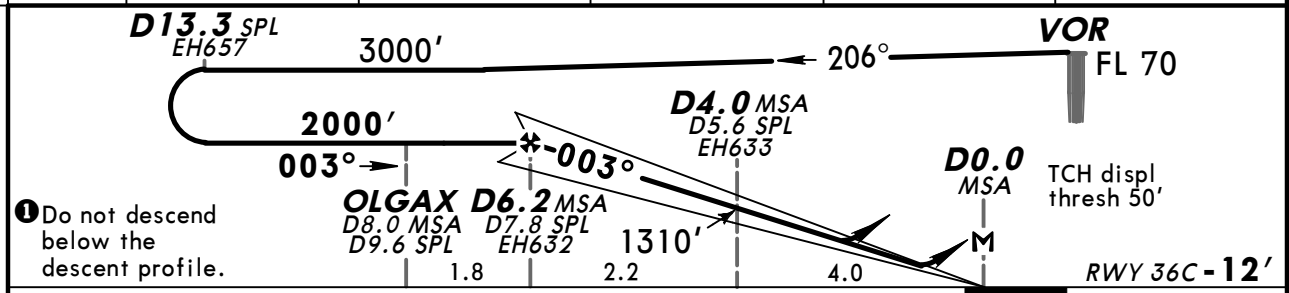
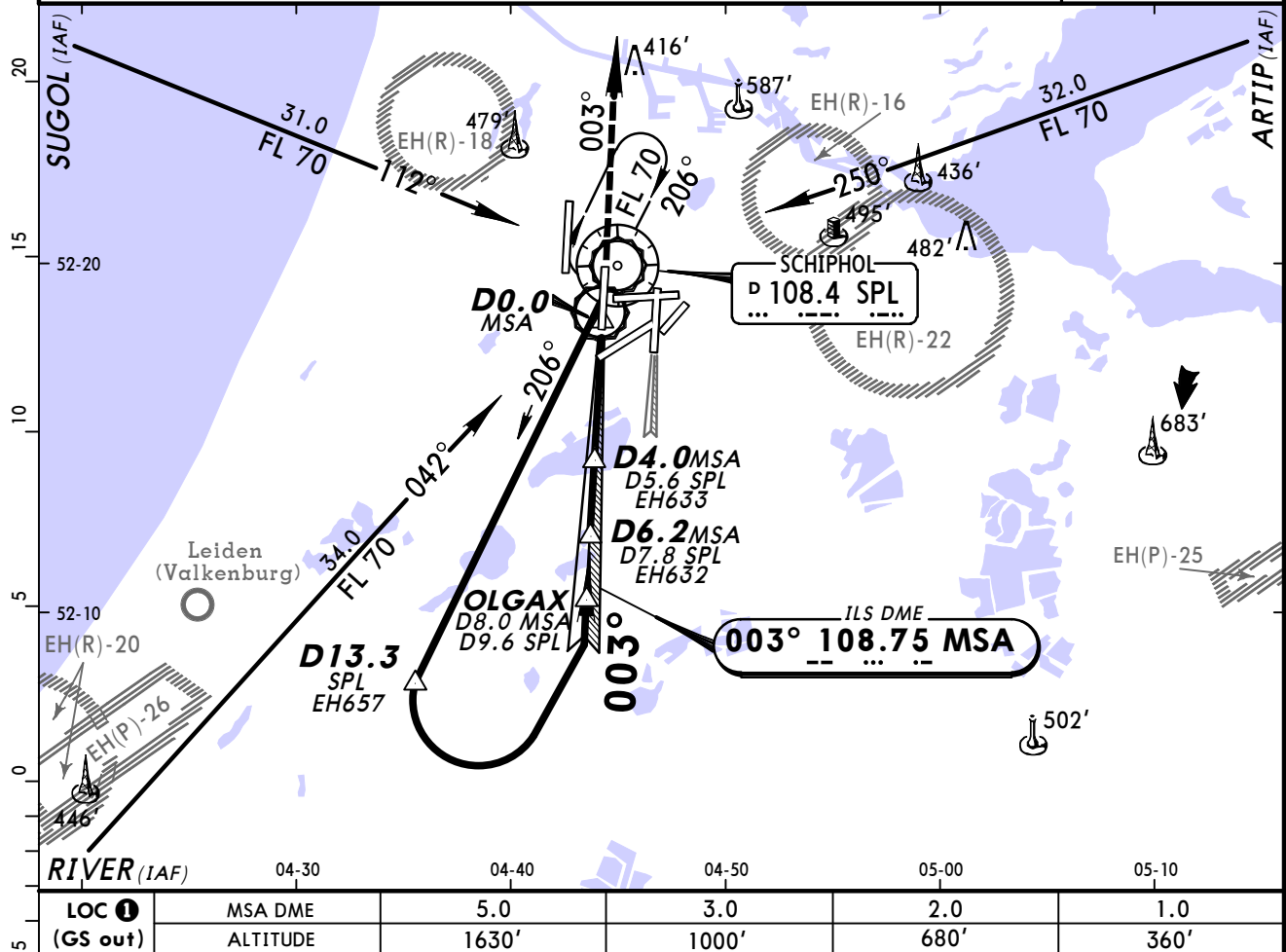
3000' on 267°

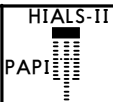
STRAIGHT-IN LANDING RWY 27

CAT IIIA ILS RA 101' DH 50'	CAT II ILS ABCD RA 101' DA(H) 88'(100')
RVR 200m	RVR 300m I

CHANGES: Bearings. Minimums.

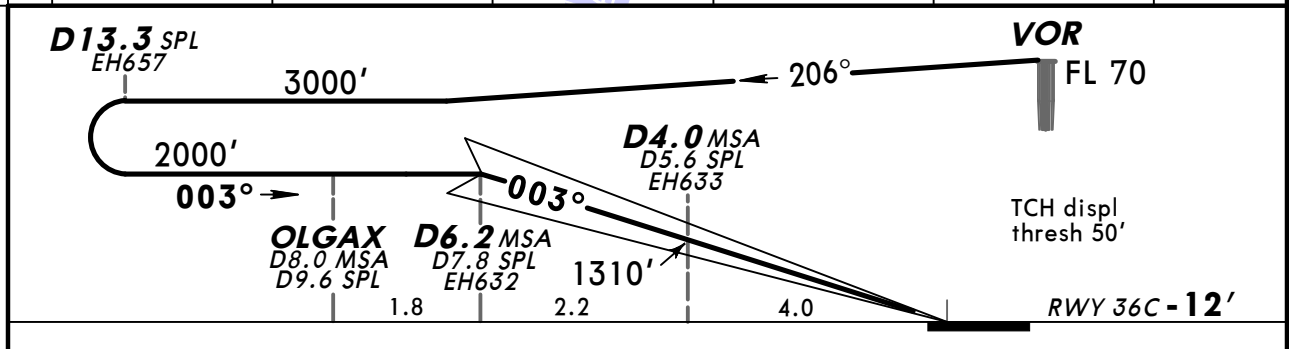
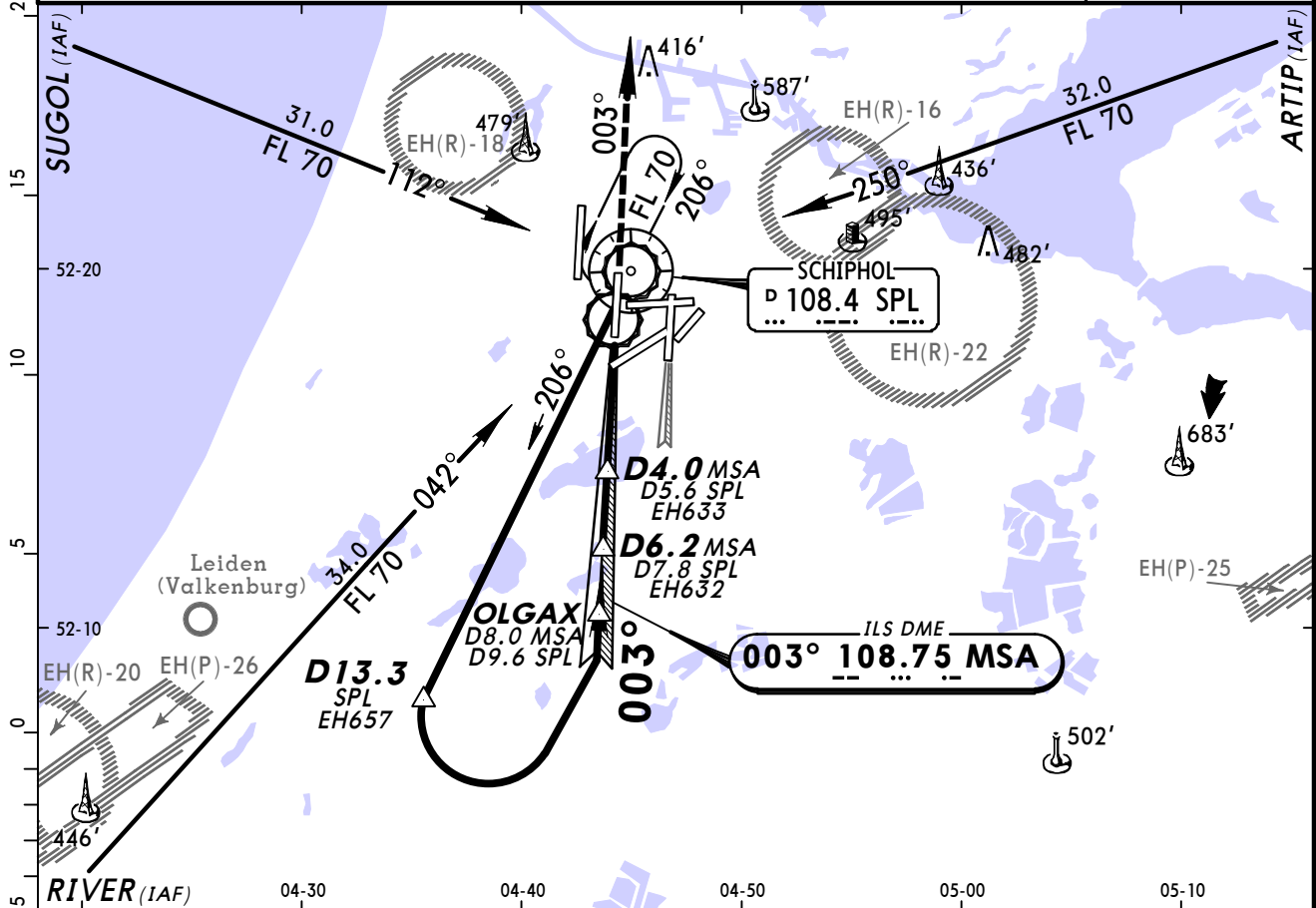
D-ATIS Arrival 108.4 132.97		SCHIPHOL Approach (R) 119.05 121.2		SCHIPHOL Arrival (APP/R) 118.4 131.15		SCHIPHOL Tower 119.22		Ground 121.8
LOC MSA 108.75	Final Apch Crs 003°	GS No Altitude published		ILS DA(H) 188' (200')	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)		1700' 310° 330° 353° MSA SPL VOR	
MISSED APCH: Climb on track 003° to 2000'. Inform ATC immediately.								
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'								
1. Simultaneous apchs rwy 36R may be executed. 2. When established on ILS maintain 160 KT until D4.0 MSA or as directed. 3. ILS DME reads zero at rwy 36C displaced threshold.								



Gnd speed-Kts	70	90	100	120	140	160		2000' ↑ on 003°
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862		
MAP at D0.0 MSA								

Standard		STRAIGHT-IN LANDING RWY 36C				CIRCLE-TO-LAND 1		
		ILS		LOC (GS out)				
		DA(H) 188' (200')		DA(H) 320' (332')				
		FULL	Limited	ALS out		ALS out	Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	100	620' (631')	1500m
B						135	780' (791')	1600m
C						180	880' (891')	2400m
D						205	890' (901')	3600m

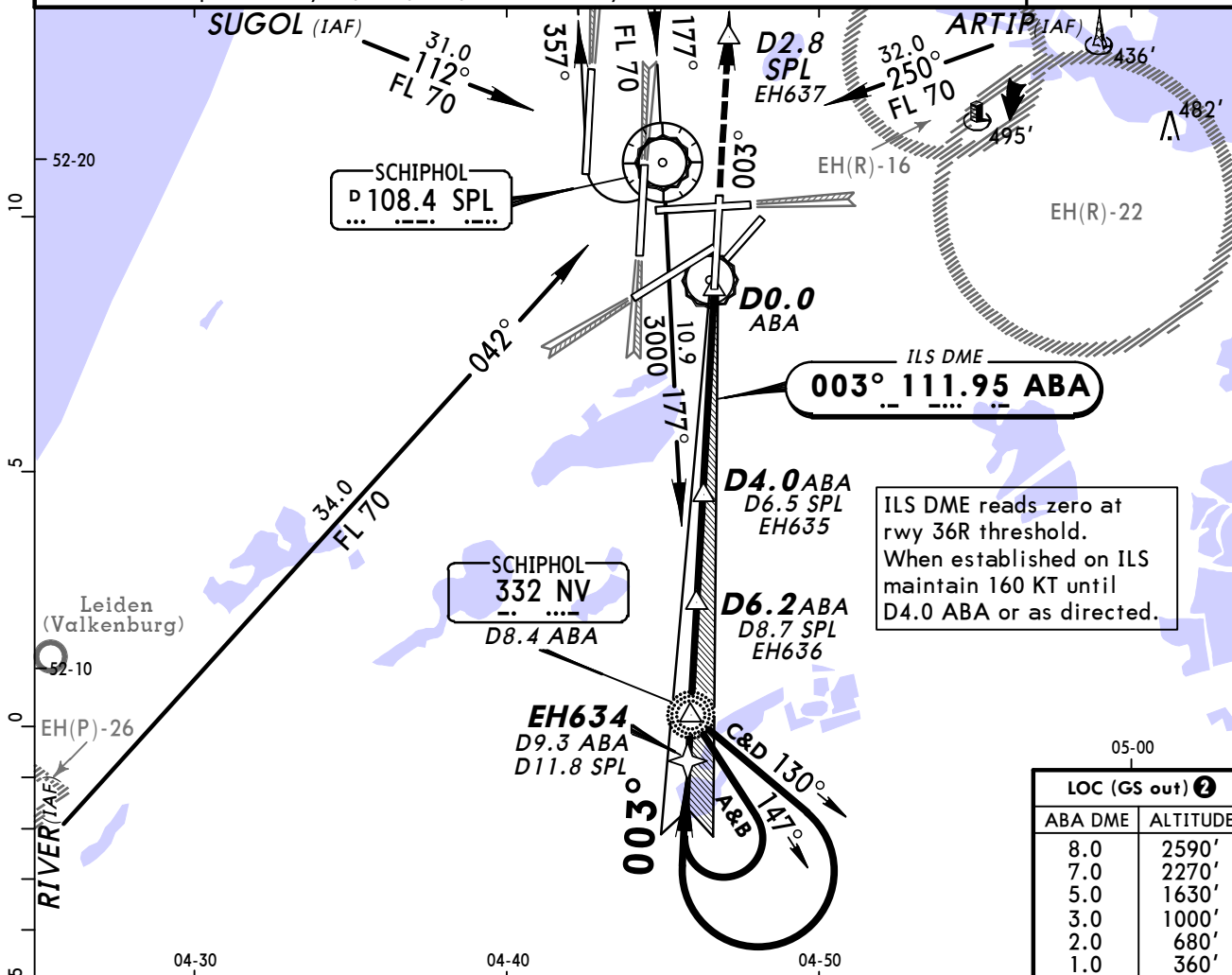
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22	121.8
LOC MSA 108.75	Final Apch Crs 003°	GS No Altitude published	CAT II & IIIA ILS Refer to Minimums	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 003° to 2000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' 1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous apchs on rwy 36R may be executed. When established on ILS maintain 160 KT until D4.0 MSA or as directed. 3. ILS DME reads zero at rwy 36C displaced threshold.				
				1700' MSA SPL VOR



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	485	539	647	755

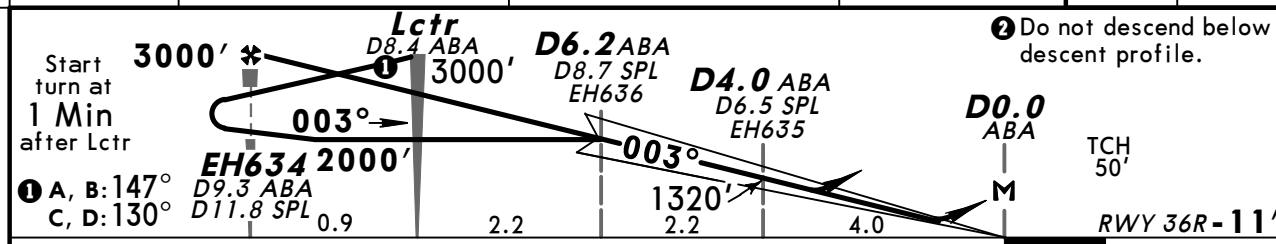
Standard		STRAIGHT-IN LANDING RWY 36C	
CAT IIIA ILS		CAT II ILS	
ABCD RA 100' DH 50'		ABCD RA 100' DA(H) 88'(100')	
RVR 200m		RVR 300m	

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.8
LOC ABA 111.95	Final Apch Crs 003°	GS No Altitude published	ILS DA(H) 189' (200')	Apt Elev -11' RWY -11' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 003° to MAX 1500'. Inform ATC immediately. At D2.8 North of SPL VOR climb to 2000'. Do not overshoot the initial altitude of 1500'.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'	MSA SPL VOR
Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed.				



05-00

LOC (GS out) ②	
ABA DME	ALTITUDE
8.0	2590'
7.0	2270'
5.0	1630'
3.0	1000'
2.0	680'
1.0	360'

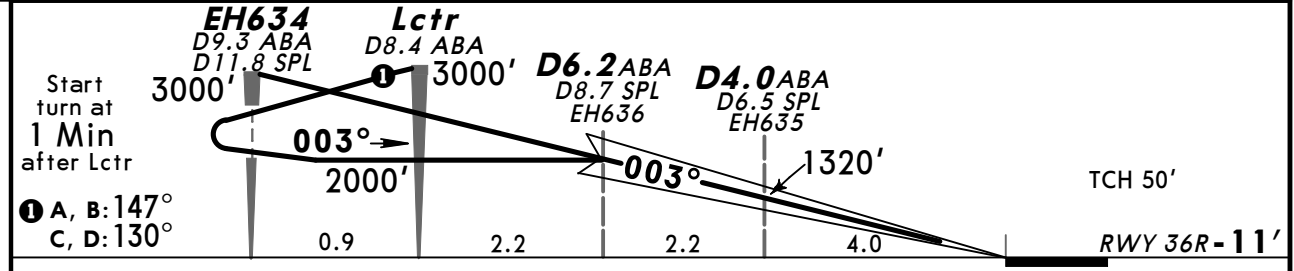
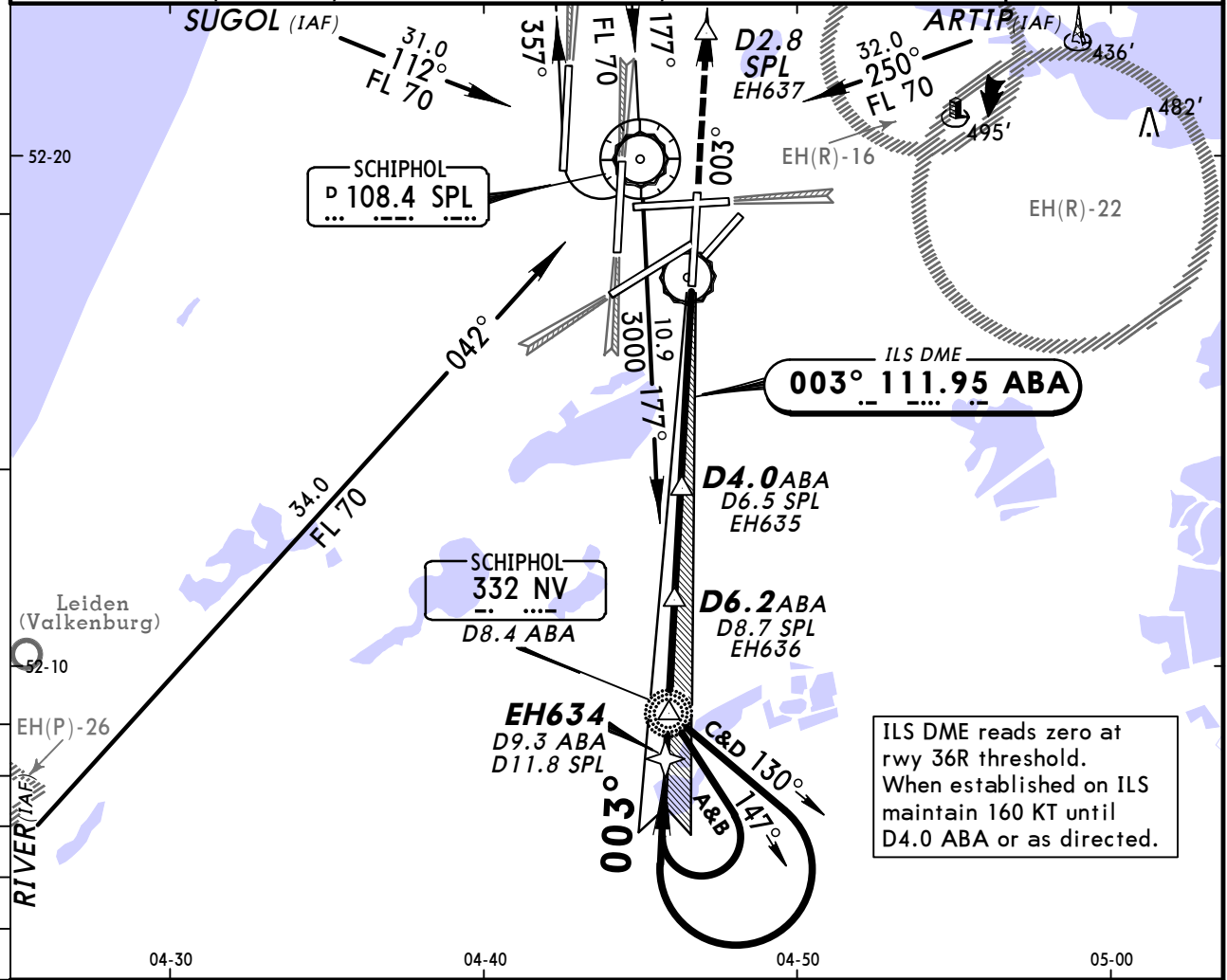


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MAX 1500' on 003°	D2.8 SPL North
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	PAPI		
MAP at D0.0 ABA									

Standard STRAIGHT-IN LANDING RWY 36R ILS				CIRCLE-TO-LAND ①			
DA(H) 189' (200')		LOC (GS out)		DA(H) 430' (441')			
FULL	Limited	ALS out		ALS out		Max Kts	MDA(H) VIS
A B C D	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m	100	620' (631') 1500m
						135	780' (791') 1600m
					CMV 2100m	180	880' (891') 2400m
						205	890' (901') 3600m

① To rwy 18L and 36L not permitted, except in case of emergency.

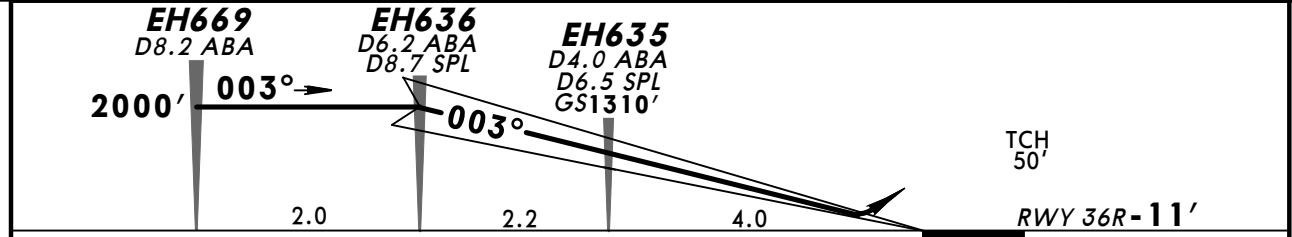
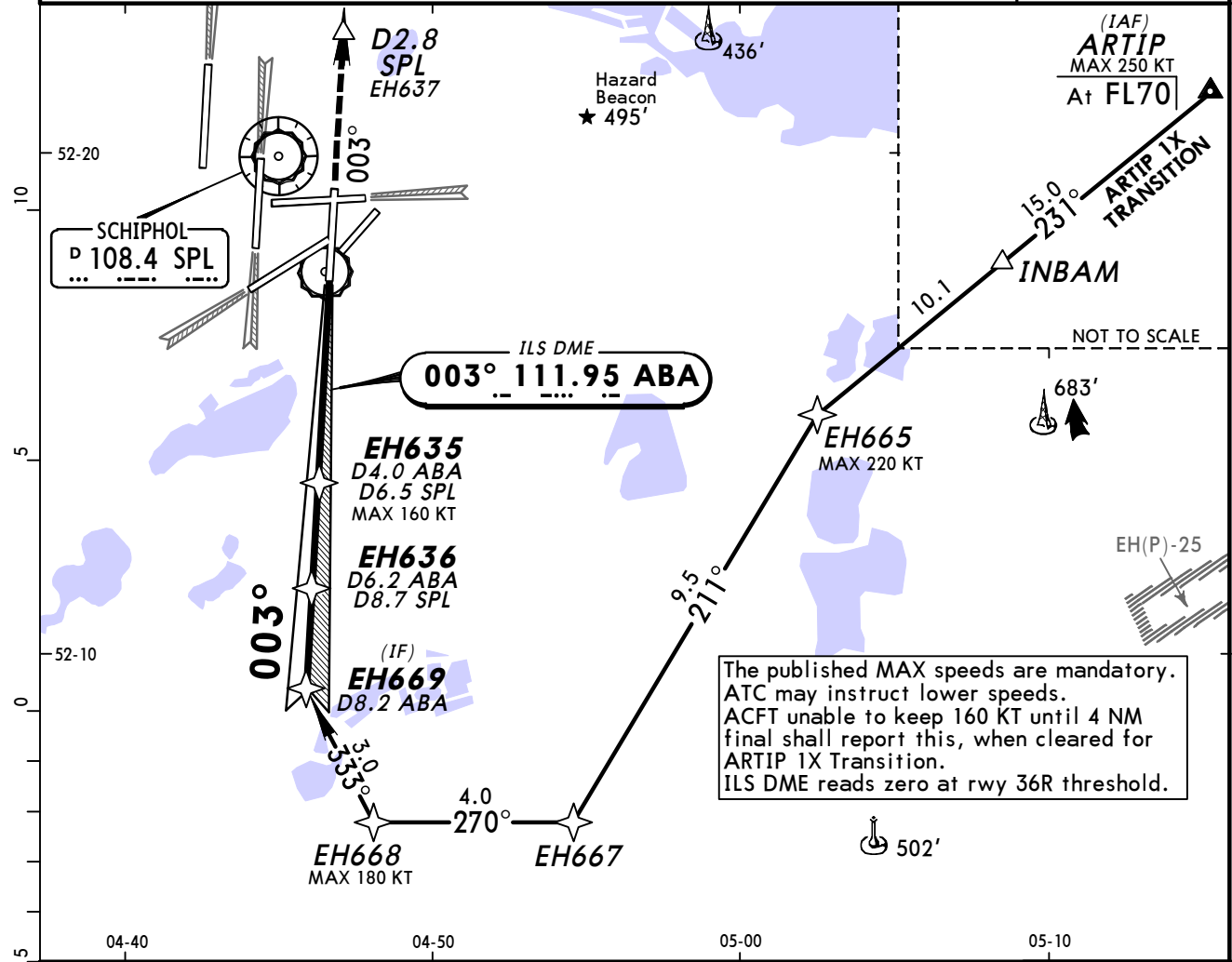
D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.8
LOC ABA 111.95	Final Apch Crs 003°	GS No Altitude published	CAT II & IIIA ILS Refer to Minimums	Apt Elev -11' RWY -11' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 003° to MAX 1500'. Inform ATC immediately. At D2.8 North of SPL VOR climb to 2000'. Do not overshoot the initial altitude of 1500'.				1700' 310° 350° 230° MSA SPL VOR
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MAX 1500' on 003°	D2.8 SPL North
GS	3.00°	377	485	539	647	755			

PANS OPS 4	Standard		STRAIGHT-IN LANDING RWY 36R	
	CAT IIIA ILS		CAT II ILS	
	ABCD RA 102' DA(H) 89'(100')		ABCD RA 102' DA(H) 89'(100')	
DH 50'		RVR 200m		RVR 300m

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.8
LOC ABA 111.95	Final Apch Crs 003°	GS EH635 1310' (1321')	ILS DA(H) 189' (200')	Apt Elev -11' RWY -11' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 003° to MAX 1500'. Inform ATC immediately. At D2.8 North of SPL VOR climb to 2000'.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. For ILS approach Rwy 36R a separate clearance will be issued. 2. During the transition, descend to or maintain a level as instructed by ATC.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MAX 1500' on 003°	D2.8 SPL North
GS	3.00°	372	478	531	637	743			

Standard		STRAIGHT-IN LANDING RWY 36R ILS			CIRCLE-TO-LAND 1					
		LOC (GS out)								
		DA(H) 189' (200')								
FULL		Limited	ALS out		Max Kts	MDA(H)	VIS			
A	RVR 550m	RVR 750m	RVR 1200m		NOT APPLICABLE			100	620' (631')	1500m
B								135	780' (791')	1600m
C								180	880' (891')	2400m
D								205	890' (901')	3600m

EHAM/AMS
SCHIPHOL

20 JUN 14
Eff 26 Jun

 **JEPPesen**

11-10A RNAV

AMSTERDAM, NETHERLANDS
CAT II/III ILS DME Rwy 36R

Eff 26 Jun

11-10A

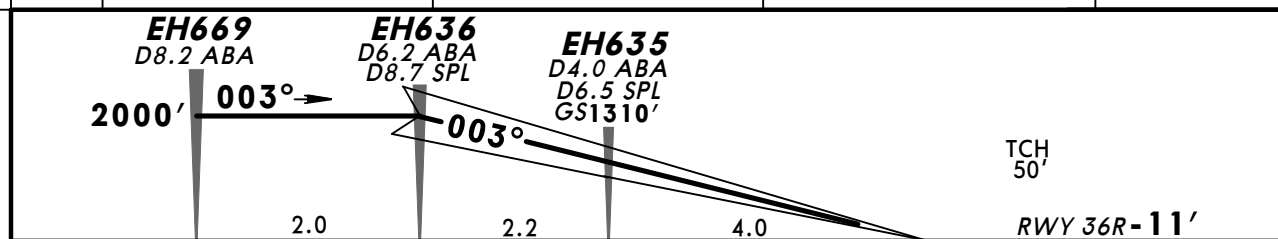
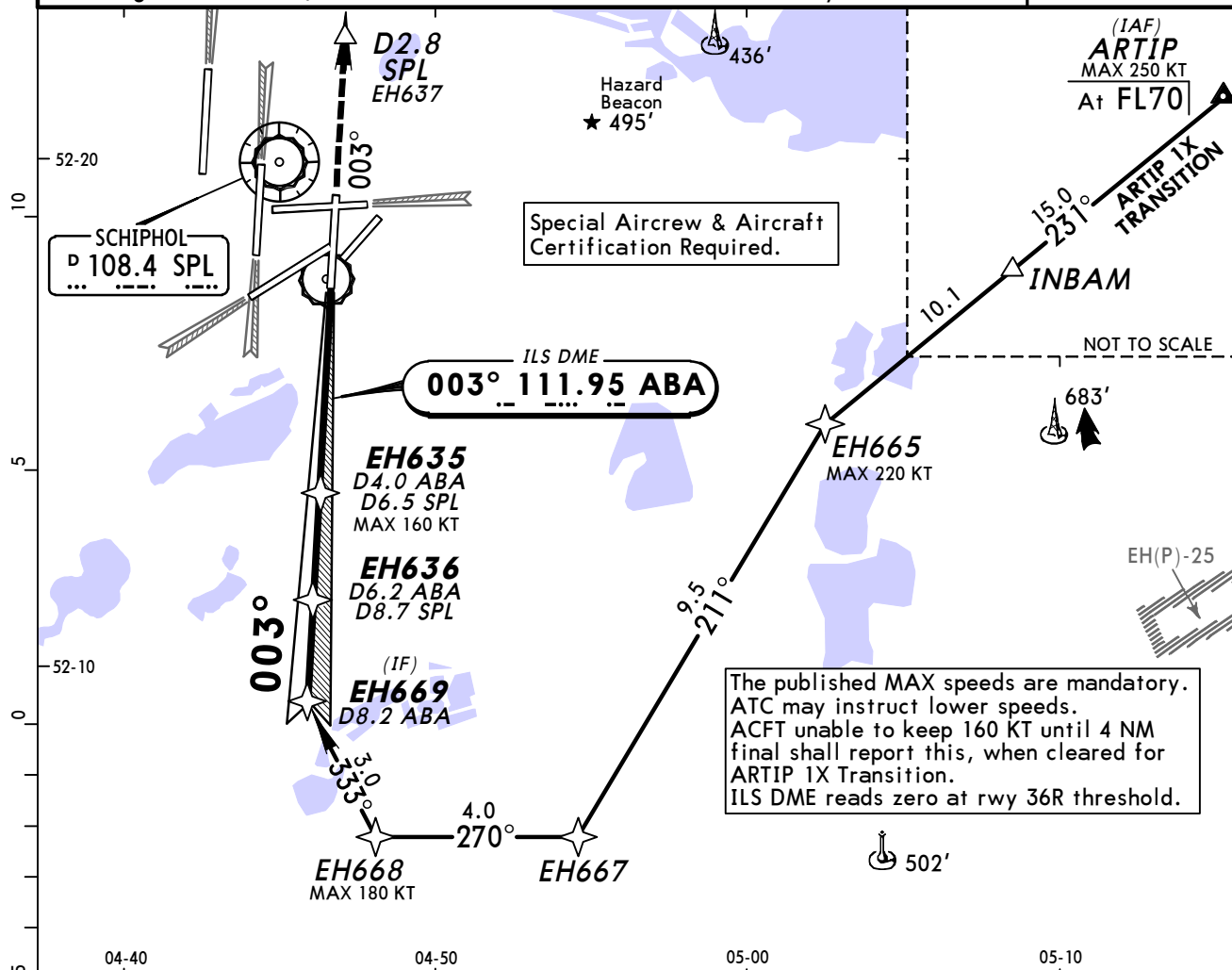
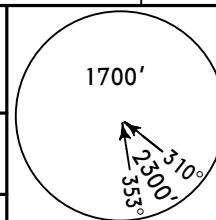
RNA V

CAT II/III ILS DME Rwy 36R

BRIEFING STRIP™

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'
1. For ILS approach Rwy 36R a separate clearance will be issued.			
2. During the transition, descend to or maintain a level as instructed by ATC.			

MSA
SPL VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		D2.8 SPL North
<i>Gs</i> 3.00°	372	478	531	637	743	849		

Standard

STRAIGHT-IN LANDING RWY 36R

CAT IIIA ILS

CAT II ILS

DH **50'**

RA 102'

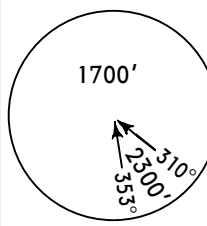
 $DA_{(H)} \mathbf{89'} (100')$ RVR **200m**RVR **300m** **I**

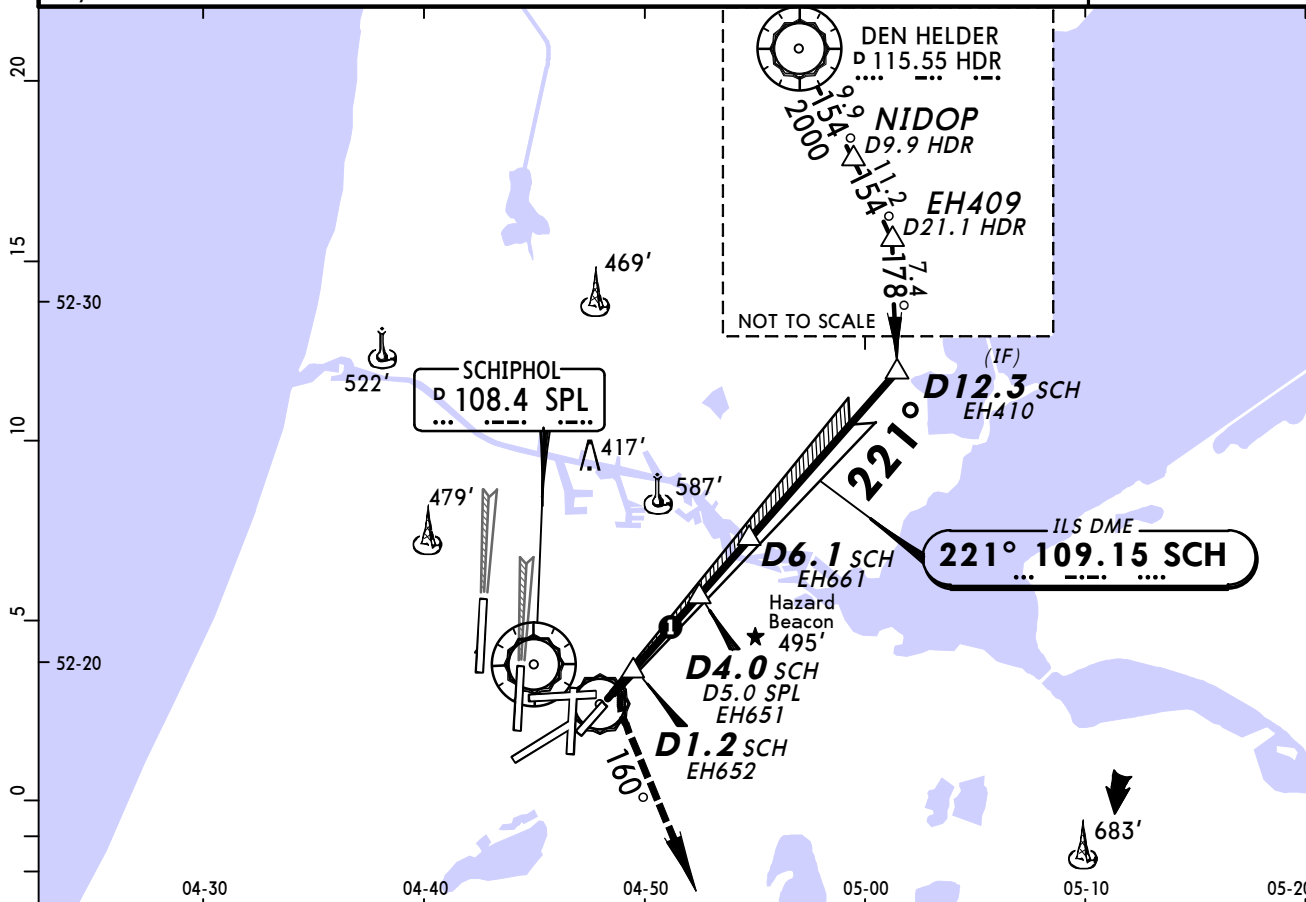
1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: New procedure.

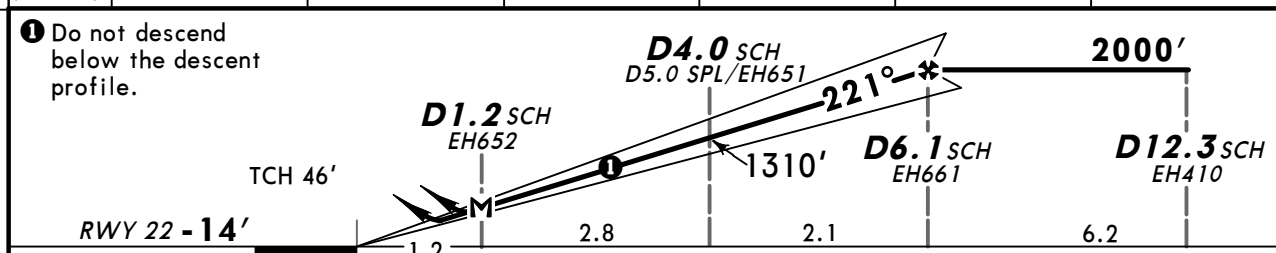
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PANS OPS

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.8
LOC SCH 109.15	Final Apch Crs 221°	GS No Altitude published	ILS DA(H) 186' (200')	Apt Elev -11' RWY -14' (BELOW SEA LEVEL)
MISSED APCH: Turn LEFT on track 160° as soon as practicable but not below 400' and climb to 2000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' 1. CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22. 2. Simultaneous apchs on rwy 18C or 18R may be executed. Strict adherence to the missed apch proc is essential. 4. When rwy 22 is not available, execute a circling procedure to rwy 27 unls otherwise instructed by ATC. 5. ILS DME reads zero at rwy 22 threshold.				
				 MSA SPL VOR



LOC 1	SCH DME	1.2	2.0	3.0	5.0	6.0
(GS out)	ALTITUDE	420'	680'	990'	1630'	1950'

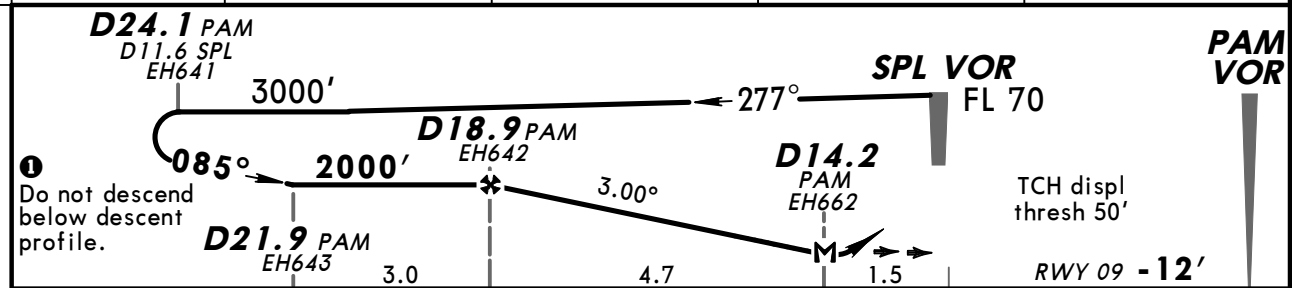
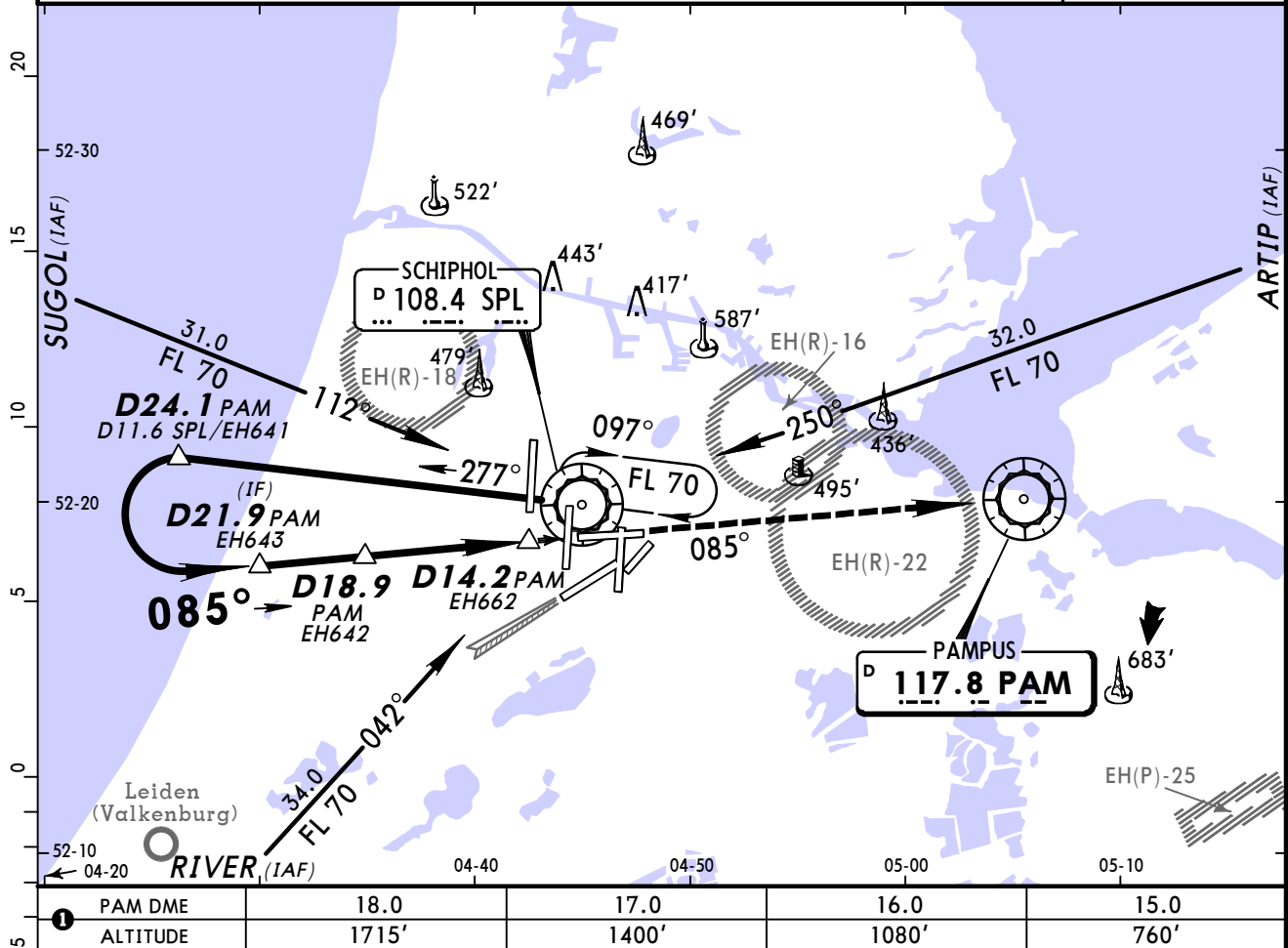


Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.2 SCH/EH652						

JAR-OPS				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING Rwy 22		LOC (GS out)		CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) 186' (200')		MDA(H) 540' (554')					
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)	VIS	
RVR 600m	RVR 1000m	RVR 1000m	RVR 1000m	100	620' (631')	1000m	

To rwy 18L and 36L not permitted, except in case of emergency.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.8
VOR PAM 117.8	Final Apch Crs 085°	Minimum Alt D18.9 PAM 2000' (2012')	DA(H) 510' (522')	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
MISSED APCH: Climb inbound on R-265 PAM to 2000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' Simultaneous approaches on rwy 06 may be executed.				MSA SPL VOR

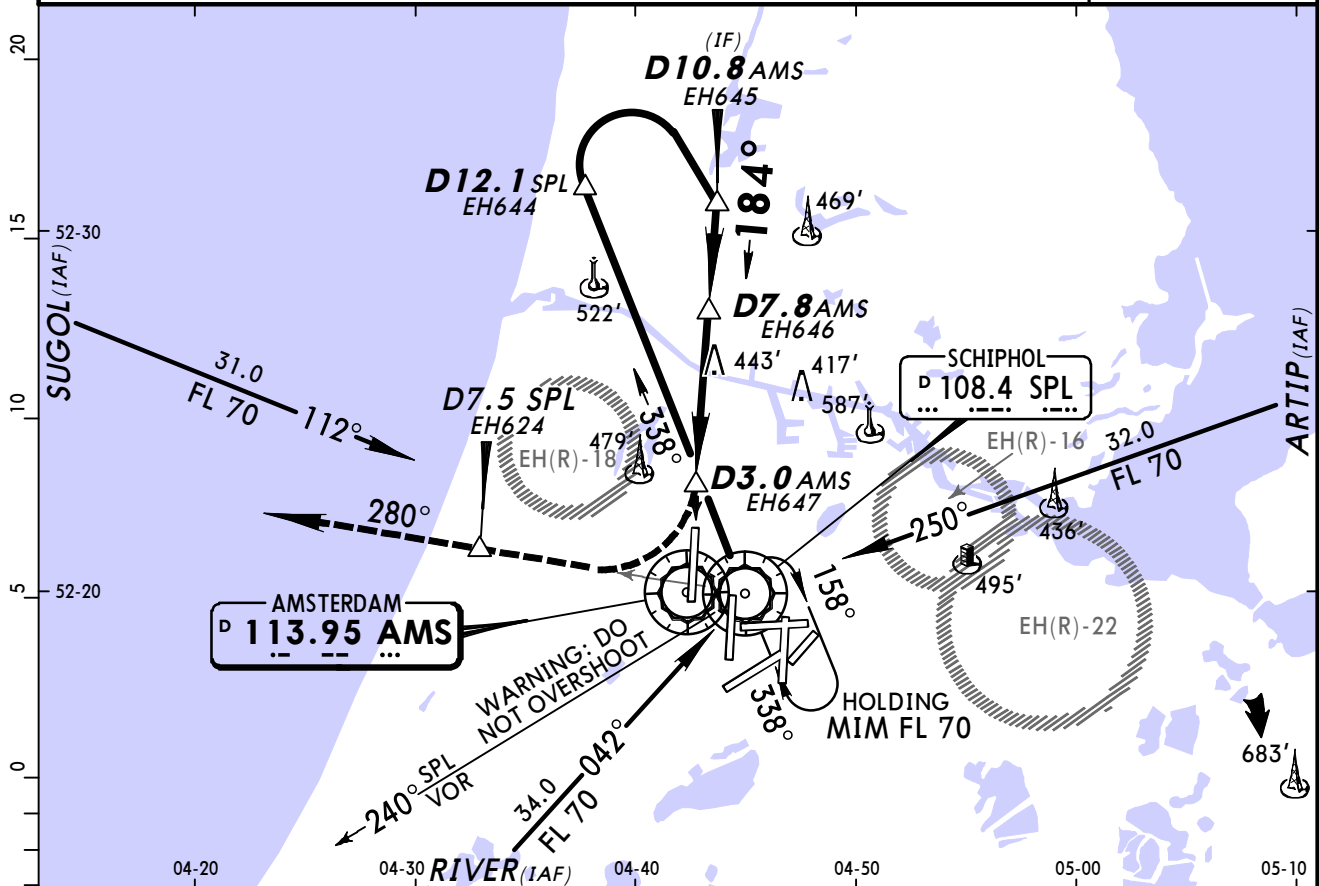


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D14.2 PAM						

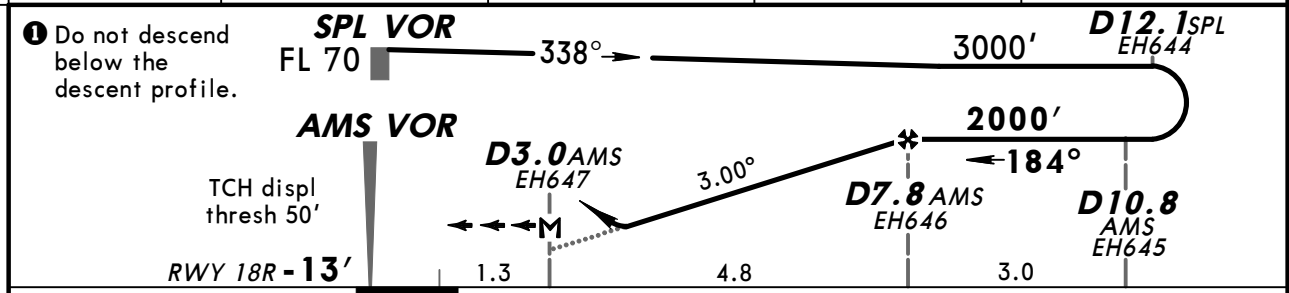
Standard STRAIGHT-IN LANDING RWY 09			CIRCLE-TO-LAND 1		
DA(H) 510' (522')			Max Kts.	MDA(H)	VIS
A	RVR 1500m		100	620' (631')	1500m
B			135	780' (791')	1600m
C	CMV 2400m		180	880' (891')	2400m
D			205	890' (901')	3600m

1 To rwy 18L and 36L not permitted, except in case of emergency.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.9
VOR AMS 113.95	Final Apch Crs 184°	Minimum Alt D7.8 AMS 2000' (2013')	DA(H) 690' (703')	Apt Elev -11' RWY -13' (BELOW SEA LEVEL)
MISSED APCH: Turn RIGHT to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000'. Cross D7.5 SPL at 2000'. Inform ATC immediately.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'	MSA SPL VOR



AMS DME	4.0	5.0	6.0	7.0
ALTITUDE	780'	1100'	1420'	1740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI RT SPL 108.4 R-280
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D3.0 AMS/EH647							

Standard STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND I			
DA(H) 690' (703')				Max Kts			
ALS out				MDA(H)		VIS	
A	RVR 1500m			100	700' (711')	1500m	
B				135	780' (791')	1600m	
C				180	880' (891')	2400m	
D	CMV 2400m			205	890' (901')	3600m	

Diagram showing a circular area with a radius of 1700'. A point is located 2300' from the center at a bearing of 310°. The distance from the center to this point is 323'.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'

WARNING: After passing D8.0 PAM expect moderate turbulence on final approach
when average wind velocity exceeds 30 KT.

The diagram illustrates a flight path from Amsterdam to London. The path begins at Amsterdam, heading south-southwest, then turns west, then south, and finally east towards London. Key waypoints and altitudes are marked throughout the route.

- Amsterdam Area:**
 - EH(R)-18: 479'
 - Schiphol: 108.4 SPL
 - EH(R)-16: 436'
 - EH(R)-22: 495'
 - EH(P)-25: 683'
 - 502'
- Flight Path Segments:**
 - 31.0 FL 70 (Heading 112°)
 - 32.0 FL 70 (Heading 267°)
 - 34.0 FL 70 (Heading 042°)
- Other Markings:**
 - HOLDING MIM FL 70
 - D8.9 PAM EH654
 - D5.8 PAM EH655
 - 123° A&B
 - 140° C&D

SPL VOR
FL 70

PAM VOR
3000'

D8.9 PAM
EH654

D5.8 PAM
EH655

CAT A&B 123°

CAT C&D 140°

Start turn at 1 Min after PAM VOR

238°

267°

2000'

1 For Minimum alt on descent profile see table above.

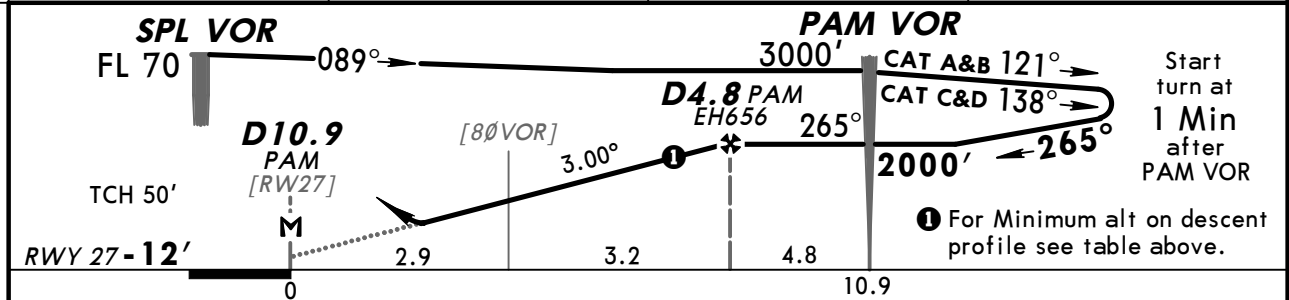
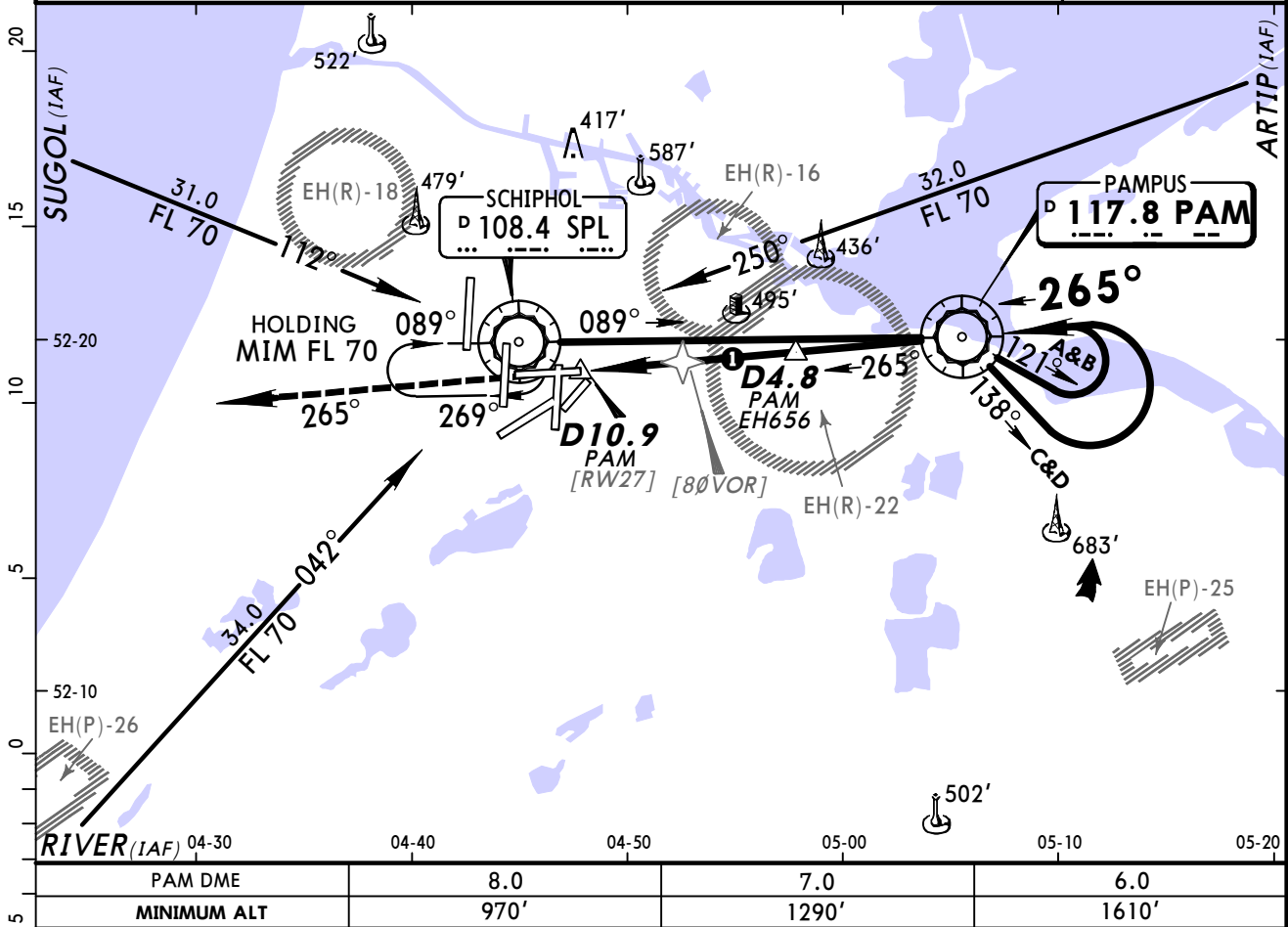
RWY 24-11'

0 3.0 3.1 5.8 10.9

Standard	CEILING REQUIRED		CIRCLE-TO-LAND	
		Max Kts	MDA(H)	CEIL-VIS
	A	100	1000' (1011')	1100' - 6.0 km
	B	135		
	C	180		
	D	205		

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D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.8
VOR PAM 117.8	Final Apch Crs 265°	Minimum Alt D4.8 PAM 2000' (2012')	DA(H) 730' (742')	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 265° to 3000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D8.0 PAM to D10.0 PAM. 2. Final approach track offset 2° from runway centerline.				

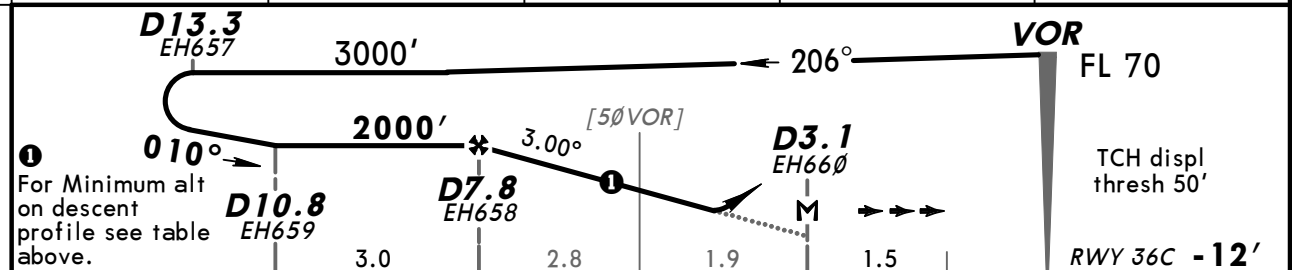
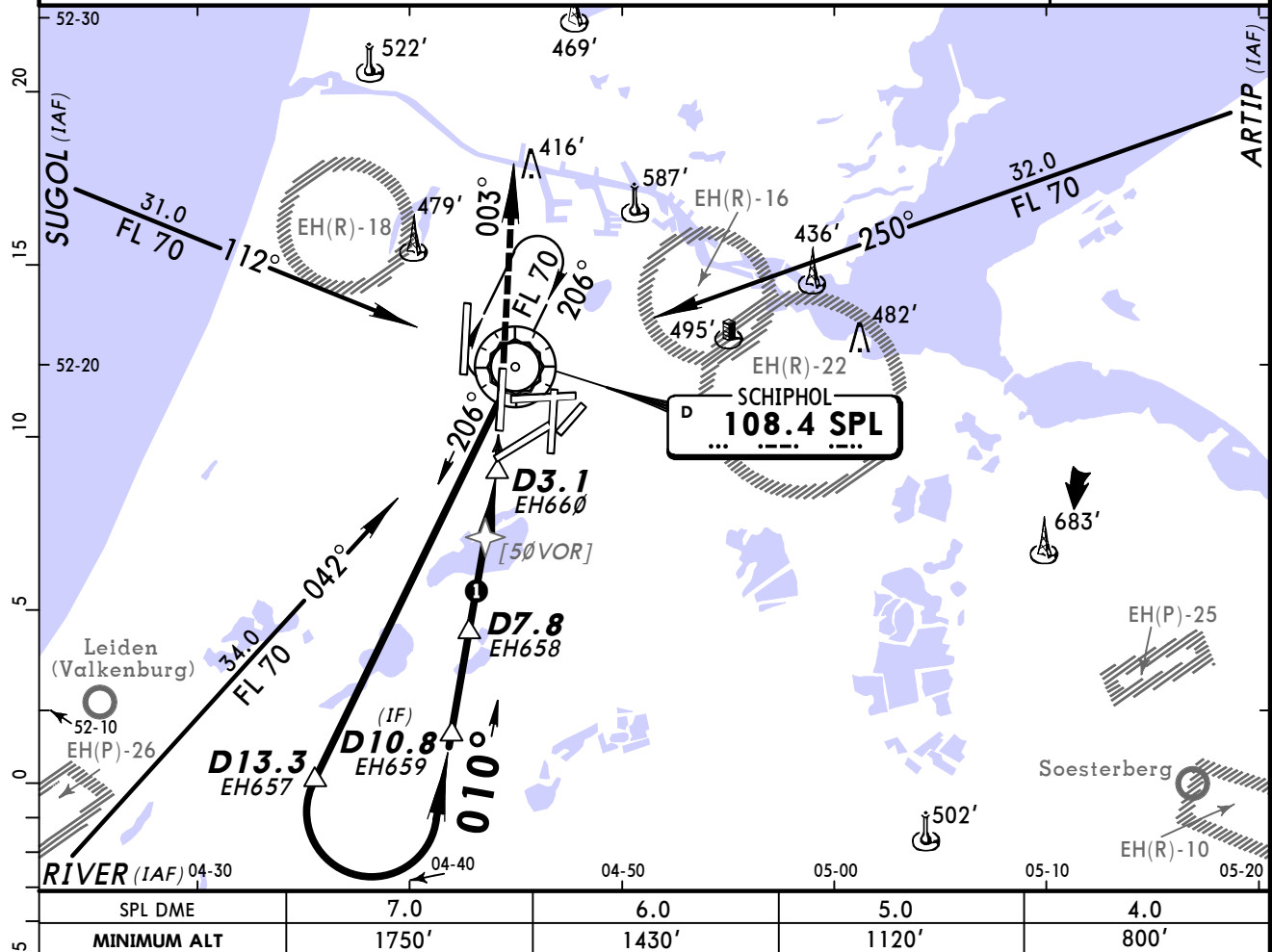


Gnd speed-Kts	70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743
MAP at D10.9 PAM						

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 27					
DA(H) 730' (742')					
ALS out					
A	RVR 1500m		Max Kts	MDA(H)	VIS
B			100	740' (751')	1500m
C			135	780' (791')	1600m
D	CMV 2400m		180	880' (891')	2400m
			205	890' (901')	3600m

1 To rwy 18L and 36L not permitted, except in case of emergency.
 To rwy 22: Do not mistake rwy 24 for rwy 22.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.8
VOR SPL 108.4	Final Apch Crs 010°	Minimum Alt D7.8 2000' (2012')	DA(H) 480' (492')	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 003° to 2000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' Final approach track offset 7° from runway centerline.				1700' MSA SPL VOR

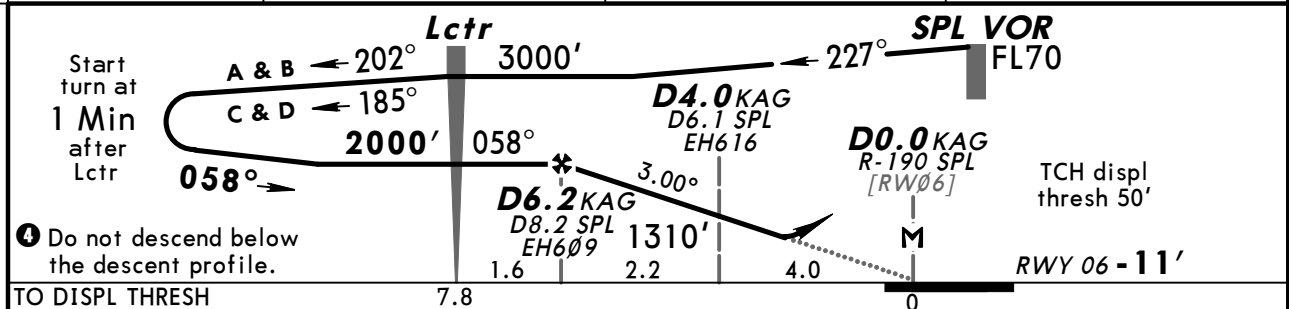
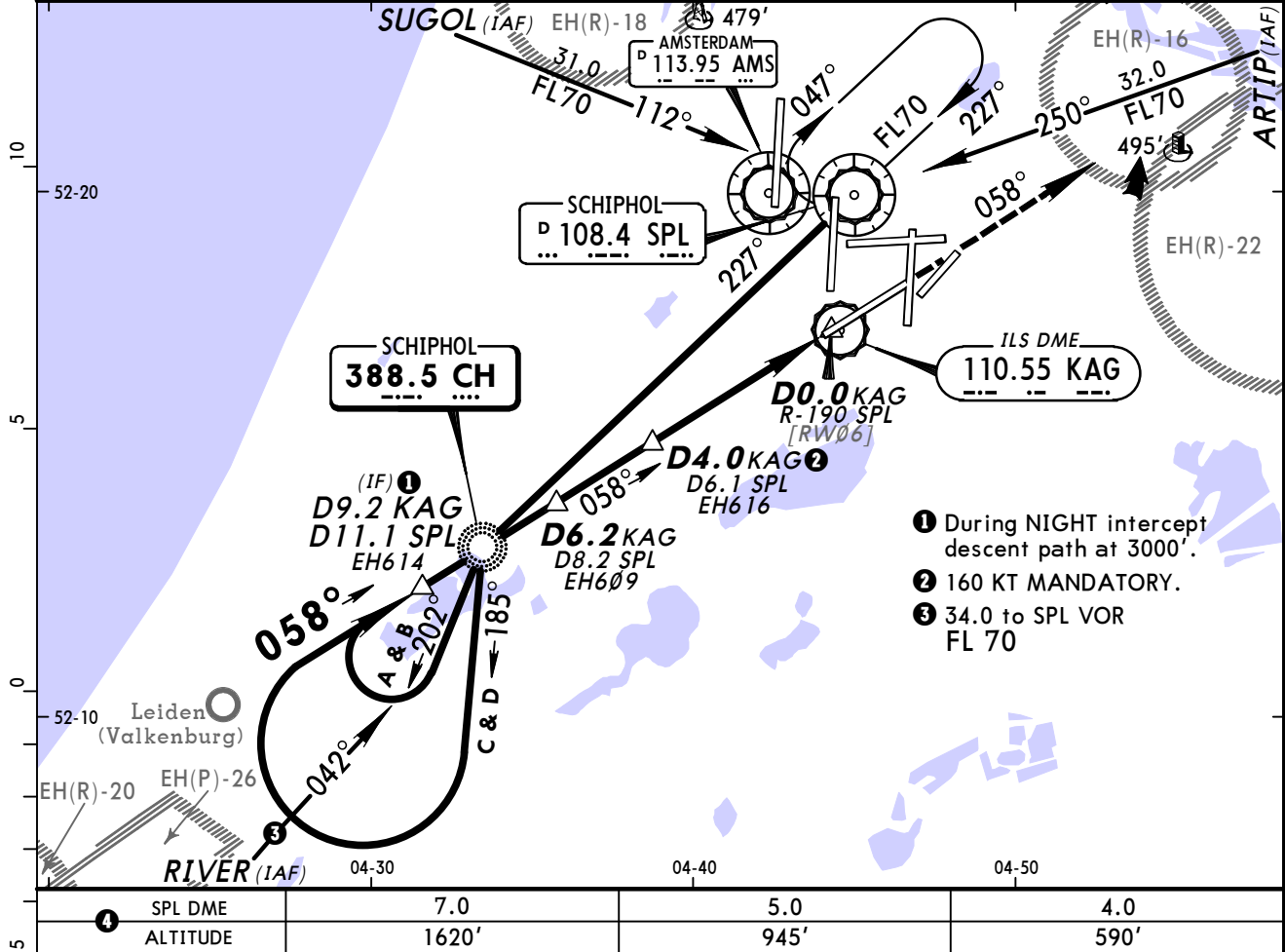


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.1/EH660						

Standard STRAIGHT-IN LANDING RWY 36C			CIRCLE-TO-LAND		
DA(H) 480' (492')			2000' on 003°		
ALS out			PAPI		
A	RVR 1500m		Max Kts	MDA(H)	VIS
B	RVR 1500m		100	620' (631')	1500m
C	RVR 1500m		135	780' (791')	1600m
D	CMV 2300m		180	880' (891')	2400m
			205	890' (901')	3600m

1 To rwy 18L and 36L not permitted, except in case of emergency.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.7
Lctr CH 388.5	Final Apch Crs 058°	Minimum Alt D6.2 KAG 2000' (2011')	DA(H) 530' (541')	Apt Elev -11' RWY -11' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 058° to 2000'. Inform ATC immediately.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'	
ILS DME reads zero at rwy 06 displ thresh.				1700' 310° 350° MSA SPL VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2000'	on 058°
Descent Angle	3.00°	379	487	541	650	758	866		
MAP at D0.0 KAG/R-190 SPL									

Standard STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND 1			
DA(H) 530' (541')							
ALS out				Max Kts.	MDA(H)	VIS	
A	RVR 1500m			100	620' (631')	1500m	
B				135	780' (791')	1600m	
C				180	880' (891')	2400m	
D	RVR 1800m	CMV 2400m		205	890' (901')	3600m	

A diagram of a circular sector. The radius is labeled as 1700'. The central angle is labeled as 35.3°. The arc length is labeled as 3300'.

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'
ILS DME reads zero at rwy 18C thresh.			

3 Do not descend below descent profile.

SPL VOR 001°

FL 70

D0.0 ZWA
R-263 SPL
[RW18C]

D4.0 ZWA
D4.0 SPL
EH626

D6.2 ZWA
D6.1 SPL
EH630

3000'

Lctr

A&B 327°

C&D 310°

2000'

183°

183°

Start turn at 1 Min after Lctr

TCH 50'

M

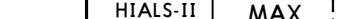
RWY 18C-12'

4.0

2.1

2.3

8.4

<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849	
<i>MAP at D0.0 ZWA/R-263 SPL</i>							

CIRCLE-TO-LAND 1

		DA(H) 690' (702')		
		ALS out	Max Kts.	
A	RVR 1500m		100	MDA(H) 700' (711') VIS 1500m
B			135	780' (791') 1600m
C	CMV 2400m		180	880' (891') 2400m
D			205	890' (901') 3600m

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EHAM/AMS SCHIPHOL

3 JAN 14

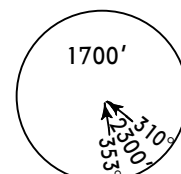
16-3

Eff 9 Jan

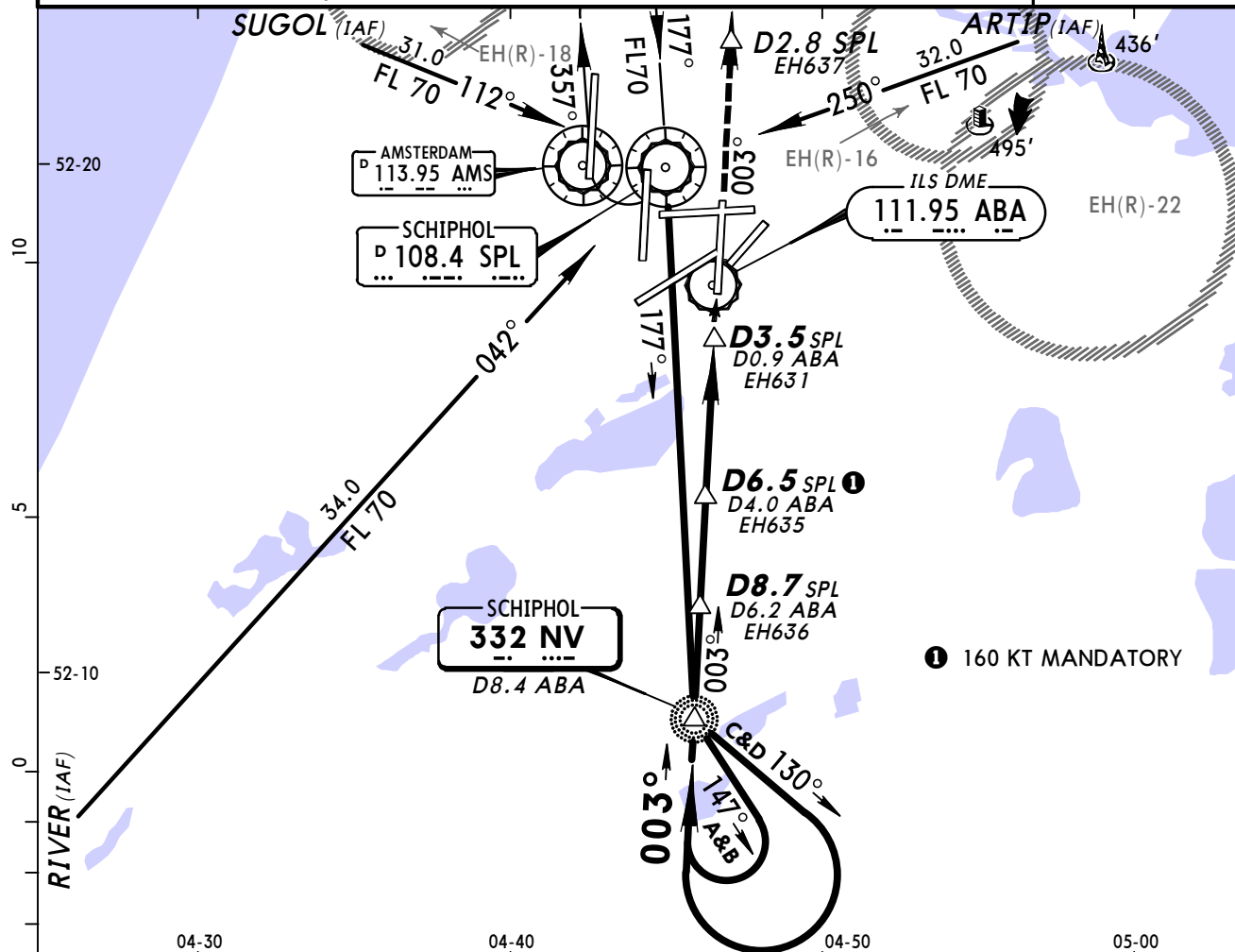
NDB DME Rwy 36R

BRIEFING STRIP™

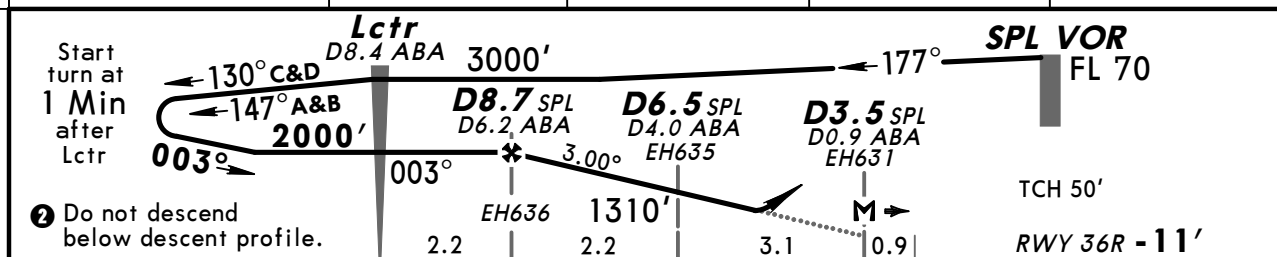
D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22	Ground 121.8
Lctr NV 332	Final Apch Crs 003°	Minimum Alt D8.7 SPL 2000' (2011')	DA(H) 510' (521')	Apt Elev -11' RWY -11' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 003° to MAX 1500'. Inform ATC immediately. At D2.8 SPL North of SPL VOR climb to 2000'.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
ILS DME reads zero at rwy 36R threshold.				



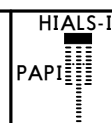
MSA
SPL VOR



SPL DME	8.0	7.0	6.0	5.0
ALTITUDE	1790'	1465'	1145'	815'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at D3.5 SPL/D0.9 ABA/EH631						



MAX 1500'	on 003°	D2.8 SPL North
--------------	---------	----------------------

Standard STRAIGHT-IN LANDING RWY 36R			CIRCLE-TO-LAND 1		
DA(H) 510' (521')			Max Kts	MDA(H)	VIS
ALS out			100	620' (631')	1500m
RVR 1500m			135	780' (791')	1600m
RVR 1700m			180	880' (891')	2400m
CMV 2400m			205	890' (901')	3600m

1 To rwy 18L and 36L not permitted, except in case of emergency.

CHANGES: Procedure. Minimums.

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BRIEFING STRIP™



PANS OPS 4

Rwys 04, 06, 09, 24, 36C: Inform ATC immediately. Climb on Rwy track to 2000'.

Rwy 18C: Inform ATC immediately. Climb on 183° track to 1500'. At EH638/D5.3 South of SPL climb to 2000'

Rwy 18R: Inform ATC immediately. Turn RIGHT to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000'.

Rwy 22: Inform ATC immediately. Turn LEFT onto 160° as soon as practicable and climb to 2000'.

Rwy 27: Inform ATC immediately. Climb on 267° track to 3000'.

Rwy 36R: Inform ATC immediately. Climb on 003° track to 1500'. At EH637/D2.8 North of SPL climb to 2000'

FOR LANDING MINIMUMS SEE 18-1A

LANDING MINIMUMS

Standard

STRAIGHT-IN LANDING

SRE 04 MDA(H) 570' (583')		SRE 06 MDA(H) 570' (582')		SRE 09 MDA(H) 570' (582')	SRE 18C MDA(H) 380' (392')	
ALS out		ALS out			ALS out	
A	CMV 2500m	CMV 2900m	CMV 2200m	CMV 2900m	RVR 1300m	RVR 2000m
B						
C	CMV 2700m	CMV 3100m	CMV 2400m	CMV 3100m	RVR 1500m	CMV 2200m
D						

Standard

STRAIGHT-IN LANDING

SRE 18R MDA(H) 440' (453')		SRE 22 MDA(H) 570' (584')		SRE 24 MDA(H) 570' (581')	SRE 27 MDA(H) 730' (742')	
ALS out		ALS out			ALS out	
A	RVR 1600m	CMV 2300m	CMV 2500m	CMV 2900m	CMV 2900m	CMV 3700m
B						
C	RVR 1800m	CMV 2500m	CMV 2700m	CMV 3100m	CMV 3100m	CMV 3900m
D						

Standard

STRAIGHT-IN LANDING

CIRCLE-TO-LAND¹

SRE 36C		SRE 36R		Max Kts.	After SRE 18C		
MDA(H) 570' (582')		MDA(H) 570' (581')			MDA(H)	VIS	
ALS out		ALS out					
A	CMV 2200m	CMV 2900m	CMV 2200m	CMV 2900m	100	620' (631')	2000m
B					135	780' (791')	2000m
C	CMV 2400m	CMV 3100m	CMV 2400m	CMV 3100m	180	880' (891')	2400m
D					205	890' (901')	3600m

CIRCLE-TO-LAND¹

After SRE 18R		After SRE 04, 06, 09, 22, 24, 36C, 36R		After SRE 27 ²	
Max Kts.	MDA(H) VIS	MDA(H) VIS		MDA(H) VIS	
100	620' (631') 2300m	620' (631') 2900m		740' (751') 3700m	
135	780' (791') 2300m	780' (791') 2900m		780' (791') 3700m	
180	880' (891') 2500m	880' (891') 3100m		880' (891') 3900m	
205	890' (901') 3600m	890' (901') 3600m		890' (901') 3900m	

¹ To rwy 18L and 36L not permitted, except in case of emergency.² To rwy 22: Do not mistake rwy 24 for rwy 22.

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
AMSTERDAM, (SCHIPHOL - EHAM)				
REV	AIRPORT BRIEFING (DEP CON...	10-1P12	28 Nov 2014	
REV	AIRPORT BRIEFING (DEP CON...	10-1P13	28 Nov 2014	
REV	AIRPORT BRIEFING (GEN CON...	10-1P4	28 Nov 2014	
REV	AIRPORT BRIEFING (ARR)	10-1P5	28 Nov 2014	
REV	AIRPORT, AIRPORT INFO	10-9	28 Nov 2014	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	28 Nov 2014	
REV	PARKING STANDS (CONTD 1)	10-9B	28 Nov 2014	
REV	PARKING STANDS (CONTD 2) ...	10-9C	28 Nov 2014	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EHAM